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EPA ADMINISTRATOR DOUGLAS M. COSTLE SPEAKS BEFORE THE CONFERENCE BOARD, THE CARTER REGULATORY REFORM PROGRAM, at the SHERATON CENTER, NEW YORK CITY, N.Y., on JANUARY 15, 1980

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REMARKS BY DOUGLAS M. COSTLE, ADMINISTRATOR
ENVIRONMENTAL PROTECTION AGENCY
THE CONFERENCE BOARD
SHERATON CENTER
NEW YORK CITY
9:30 a.m., Tuesday, January 15, 1980

THE CARTER REGULATORY REFORM PROGRAM

Since I spoke to you last January, the Administration has gotten a much sharper view of regulatory reform -- both its possibilities and its limitations. As good a way as any to begin a discussion of both is with a few stories:

* The public library in Rudd, Iowa was nearly forced -- in conformity with federal regulation -- to install ramps for handicapped persons. It was exempted from the rule when it was learned that the cost of building the ramps would almost equal the library's annual budget -- and that not a single handicapped person lived in Rudd.
* An unregulated trucker can haul railroad ties if they are cut from logs that were sawn crosswise; if the logs were sawn lengthwise, however, the trucker must get a certificate from the Interstate Commerce Commission. Similarly, he can haul riding horses to be used for personal pleasure, but not race horses; whole wheat, but not wheat germ; and parrot food, but not hamster or gerbil food.

* Hospitals in Baltimore are required by federal regulations to keep the water in patients' rooms at 110 degrees or less; they are required by city law to keep the water at 110 degrees or more.
* A meat-packing plant was told by one federal agency to wash its floors several times a day for cleanliness. . . and was told by another federal agency to keep its floors dry, so that employees wouldn't slip and fall down.

This sort of story shows up regularly in the newspapers and on television. If such anecdotes were rare, they might merely amuse us -- as reminders of our common, human fallibility. But they are not rare; they have become frequent enough to arouse resentment, and a demand for reform.

The federal government today has 90 regulatory offices -- most of them in the Executive branch, but 18 of them in independent regulatory commissions. These offices issue a total of 7,000 rules of various kinds a year. About 2,000 of those rules have a significant impact on state and local governments or private industry, and about 100 have major economic impacts.

The cost of these regulations is disputed. It's estimated that federal environmental rules alone impose direct costs of nearly $20 billion a year; state and local environmental rules impose even more. A 1979 study by the Business Roundtable of federal regulation on 48 large companies placed regulatory costs

on them at $2.6 billion. Nobody really knows the total cost of federal regulation, nor the benefits that should be deducted from the overall figure. I've seen estimates ranging between $50 and $150 billion a year. Whichever figure is nearer the mark, federal regulation costs a lot of money.

Now let me tell you a different kind of story about federal regulation:

* In 1933, bank-failures ran at the rate of 40 percent; since then, because of federal requirements, the failure-rate has dropped to less than one percent -- and not a single depositor has lost a cent in the failure of a federally insured bank.
* The federal safety standard for infants' cribs became effective in 1974; since then, crib deaths by strangulation have fallen by half, and injuries by 45 percent.
* According to the General Accounting Office, federal regulations for motor vehicle safety -- seat belts, interior padding, and stronger doors -- saved 28,000 lives between 1966 and 1974. That figure does <u>not</u> include lives saved by lowering the speed limit in response to the energy situation.

These two categories of story capture, it seems to me, the essential difficulty inherent in our current demand for regulatory reform. On the one hand, evidence shows us that some federal regulations are silly, that they impose cost

without adding any compensatory benefit, and that they ought to be thrown out. On the other hand, evidence shows us that some federal regulations control individual and corporate behavior in socially beneficial ways that the market cannot, that they are saving lives, and that they must be retained.

The trick, of course, is to know which are which -- and there is no easy formula to tell us.

For one thing, the public is ambiguous about federal regulation. According to opinion polls, the citizens believe -- by a small margin -- that there is too much regulation. But when asked about specific kinds of regulation -- such as that affecting worker safety, clean water, and protection against toxic wastes -- they reply that even more regulation is needed. Their feelings are reinforced by reading about Love Canal, or Three Mile Island, or the crash of a DC-10.

Moreover, despite their criticisms of regulation, businessmen don't agree on which rules should stay, and which should go. The most conspicuous success we have had at deregulation so far is in the airline industry which flatly opposed it. Colonel Frank Borman, Chairman and Chief Executive Officer of Eastern Airlines, recently said that: "As one originally opposed to deregulation. . .I must now go on record as stating that my fears proved groundless." And Fred Kahn--now the President's Chief Inflation Adviser, and former Chairman of the Civil Aeronautics Board--stated that: "We dragged the airlines, many of them kicking and screaming, into the free market..and right to the bank."

More recently, with sharp increases in the cost of jet fuel, the price of air travel has gone up and industry profits have declined. Some people interpret these developments as proof that airline deregulation has failed. In a speech just last Friday, Fred Kahn rejected this argument on four grounds.

"First," he said, "air fares should go up as fuel costs soar. Second, does anyone think (air fares) would be lower today if we had retained full regulation? Third, you can still get super-saver fares between all major cities in the country. Fourth, no one ever promised the industry its profits would be protected against either recession or an energy emergency; its profits in the 1970-75 period, when regulation was at its tightest, were abysmal."

I understand Mr. Tillinghast will comment later on airline deregulation. Perhaps he will agree with Fred; perhaps their views will be vehemently opposed. In this latter case, Charlie, please appreciate that I am merely reporting Fred's views. I leave airline deregulation to him, and he leaves SO_2 emissions to me

We see the same resistance today on the part of the trucking industry, which has put together a major lobbying effort to kill deregulation on Capitol Hill. And a number of other industries that denounce federal interference with their operations positively insist on it when it protects subsidies to which they have long been accustomed, or when it keeps foreign competitors out of domestic markets.

President Carter recognized both the benefits and shortcomings of federal regulation in a message to the Congress last April. Much of it, he said, "is vitally important to modern society. Goals such as equal opportunity, a healthy environment, a safe workplace, and a competitive and truthful marketplace cannot be achieved through market forces alone."

Further on in the same message, however, he said that the overall regulatory system has become "burdensome and unwieldy."

"Our society's resources are vast," he continued, "but they are not infinite. Americans are willing to spend a fair share of these resources to achieve social goals through regulation. Their support falls away, however, when they see needless rules, excessive costs, and duplicative paperwork. If we are to continue our progress, we must ensure that regulation gives Americans their money's worth."

Those measures are already showing results. Among the specific improvements that might be cited are these:

* Airline deregulation saved travelers $2.5 billion in the first year alone; reduced fares attracted more customers and boosted airline profits. (Though it hasn't happened yet, deregulation of trucking will save $5 billion a year).
* EPA regulations lowering the level of water-pollution control on hundreds of industries that do not discharge toxic pollutants will save about $200 million in control costs -- with no loss in water quality. Our "bubble" policy, which allows plant managers to choose the most economical control strategy for air emissions, will permit savings of 25 percent; an electric utility in Tampa reports that the "bubble" approach cut the cost of controlling sulfur-oxide emissions by $10 million
* According to Labor Department estimates, the cotton-dust standard adopted by this Administration has a capital cost $2.1 billion below the original Ford Administration proposal. As a result of intensive analysis by OSHA and the President's Regulatory Analysis Review Group, the cost of a regulation to control acrylonitrile -- a chemical used to produce resin, rubber, and other products -- was reduced by $100 million below the original proposal.

Elimination of unnecessary regulation and reduction of paperwork has also resulted from the President's reforms:

* OSHA has cut out 924 standards that did not contribute to worker safety, and exempted 40,000 low-risk businesses from annual reporting requirements.
* EPA has speeded up average processing time for rural water-treatment applications by more than a year -- saving local governments several hundred million dollars annually.
* HEW has reduced the reporting burden associated with its education programs by an estimated 274,000 hours annually -- by omitting superfluous data, combining forms, and reducing the number of people required to fill them out.

Finally, by making regulation easier to understand, federal agencies believe they can encourage voluntary compliance and reduce the need for enforcement. My personal favorite in this category is the following regulation from the FCC:

> "Except as provided in paragraph B of this section, applications, amendments thereto, and related statements of fact required by the Commission shall be personally signed by the applicant, if the applicant is an individual."

The new version, translated into plain English, reads as follows: "If you are an individual, you must sign the application personally."

In all these ways, the reforms mandated by the President are saving billions of dollars, million of hours, and heaven only knows how many ulcers. But because regulatory programs are created by Congress, comprehensive, permanent reform requires new legislation approved by Congress.

Hence the President has submitted a proposal known as the Regulation Reform Act of 1979. In addition to making permanent the improvements already initiated by the President within the Executive Branch, it would extend them to the independent agencies. Among the features of the bill are these:

* An agency proposing a major rule must list alternative ways of achieving the same objective, as well as the costs and benefits of each. If the agency does not select the least expensive option, it must explain why.
* Each agency must review all its major regulations every 10 years, to eliminate outmoded rules and keep others up to date.
* Agencies must publish lists of proposed rules every six months -- both to help other agencies spot duplications, and to give industry and the general public a chance not merely to comment on the rules, but to participate in their formulation.

* Finally, the bill would simplify procedures for agency hearings, reducing needless formality and delay. It would also require agencies to set deadlines for most proceedings.

Simply stated, President Carter's reforms emphasize three main goals: to get rid of bad regulations, to save the good, and to improve federal management of the regulatory process. This is an important goal, and a worthwhile one. Precisely because it is so popular, however, we can oversimplify the complexity of regulatory reform and demand hasty action where thoughtful analysis is needed.

We must recognize, for example, that our modern, industrialized society has created problems no government ever had to deal with. Until 1945, to choose just one sector of industry, most chemicals were derived from natural plants. Each of them had been "screened" by our environment; three million years of human beings had found out, through the process of trial and error, whether these plants were edible, or useful, or dangerous.

Since World War II, our synthetic-chemicals industry has developed substances which the human kind -- and perhaps even our planet -- has never encountered before. Among them are thousands of chemicals that save lives, increase agricultural production, and improve our standard of living.

But among them, too, are chemicals that have caused serious harm, and whose effects we cannot judge for years: thalidomide, DES, PCBs, and pesticides ranging from DDT to Kepone. Today about 4.5 million chemicals are known, 45,000 are in commercial distribution, and it takes a team of scientists, 300 mice, two to three years, and about $300,000 to determine whether a single suspect chemical causes cancer.

It is both fashionable and easy to say that Big Government creates Big Regulation. . . that bureaucrats write new rules to keep themselves in business. I must admit I have occasionally run into a federal employee who seems to have an ideological repugnance to business, and an evangelical zeal to regulate it.

But this is generally not true. The much larger fact is that a Big Society has spawned a thousand problems that the Founding Fathers could not dream of. In the last 20 years, we have come through an era of legislation unprecedented in scope, variety, and quantity. Since 1970 alone, 20 major federal regulatory agencies have been established. Congress has passed law after law which the Executive Branch is required to administer . . . and even though each may make sense in itself, the accretion of these laws slowly builds a cumulative burden that can interfere with business without bestowing any compensatory benefit on society.

We have to sort out our rules, not throw them out. We must safeguard vital social goals, yes -- and President Carter's reforms do not retreat from any of them.

But we must also get rid of rules that needlessly discriminate between gerbil food and parrot food, between crosswise logs and lengthwise logs; we must restore competition to healthy, mature industries that do not need regulations passed in a time of monopoly 75 or 100 years ago; we must enable American business to devote its energies to production -- not of forms and data, but of goods, services, jobs, and national economic health; and we must make American government use its delegated powers with efficiency as well as compassion.

Reform of regulatory operation, not retreat from national goals: this is the course that President Carter has set, and it has already proved its value. It is a course which, I hope you will agree, merits your support.

Thank you.

ENVIRONMENTAL PROTECTION AGENCY
DECEMBER, 1979
102 STATEMENT SUMMARY

AGENCY	DRAFT 102'S (NO FINAL)	FINAL 102'S	SUPPLEMENTS	TOTAL
DEPARTMENT OF AGRICULTURE	4	10	2	16
DEPARTMENT OF COMMERCE	0	1	0	1
DEPARTMENT OF DEFENSE, Army	1	0	0	1
DEPARTMENT OF ENERGY	1	0	0	1
DEPARTMENT OF HUD	3	5	0	8
DEPARTMENT OF INTERIOR	4	0	0	4
DEPARTMENT OF TRANSPORTATION	24	7	2	33
ENVIRONMENTAL PROTECTION AGENCY	4	4	1	9
FEDERAL ENERGY REGULATORY COMMISSION	1	0	0	1
GENERAL SERVICES ADMINISTRATION	0	1	0	1
GREAT LAKES BASIN COMMISSION	2	0	0	2
INTERSTATE COMMERCE COMMISSION	1	1	0	2
TENNESSEE VALLEY AUTHORITY	0	1	0	1
U.S. ARMY CORPS OF ENGINEERS	5	4	2	11
VETERANS ADMINISTRATION	0	1	0	1
TOTALS	50	35	7	92

ENVIRONMENTAL PROTECTION AGENCY
DECEMBER, 1979
STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
ALASKA		DRAFT	SWAN LAKE PROJECT NO. 2911, LICENSES, TONGASS NF	791219	12-05-79	FERC
		FINAL	GROUNDFISH FISHERY, BERING SEA/ALEUTIAN ISLAND FMP	791224	12-07-79	DOC
ARIZONA	MOHAVE	DRAFT	SHIVWITS RESOURCE AREA LIVESTOCK GRAZING MGMT.	791265	12-20-79	DOI
ARKANSAS	PHILLIPS	FINAL	MISSISSIPPI RIVER IMPROVEMENT, HELENA HARBOR	791209	12-03-79	COE
	PULASKI	FINAL	WWT FACILITIES, LITTLE ROCK (MAUMELLE)	791226	12-07-79	EPA
CALIFORNIA	SAN DIEGO	DRAFT	TELEGRAPH CANYON CREEK FLOOD CONTROL, CHULA CITY	791255	12-17-79	COE
		DRAFT	I-8 AND CA-125 INTERCHANGE	791296	12-28-79	DOT
	STANISLAUS	FINAL	MODESTO WASTEWATER FACILITIES IMPROVEMENTS, GRANT	791292	12-28-79	EPA
	YOLO	FINAL	WESTWOOD/SUMMERFIELD SUBDIVISIONS, SOUTHPORT	791225	12-07-79	HUD
	DEL NORTE	FINAL	CHETCO-GRAYBACK PLANNING UNIT, SISKIYOU NF	791236	12-10-79	USDA
COLORADO	ARAPAHOE	DRAFT	CO-83 (PARKER ROAD), CO-88 TO CO-86	791269	12-21-79	DOT
	DOUGLAS	DRAFT	CO-83 (PARKER ROAD), CO-88 TO CO-86	791269	12-21-79	DOT
	JEFFERSON	FINAL	DENVER FEDERAL CENTER, LAKEWOOD	791220	12-05-79	GSA
	MOFFAT	FINAL	COLORADO-UTE COAL-FIRED POWERPLANT, CRAIG UNIT 3	791254	12-14-79	USDA
	WELD	DRAFT	GREELEY WWT FACILITIES AND MANAGEMENT PLAN (DS-1)	791297	12-28-79	EPA
CONNECTICUT	NEW HAVEN	DRAFT	NEW HAVEN HARBOR COASTAL DEVELOPMENT	791216	12-04-79	COE
FLORIDA	BROWARD	FINAL	PORT EVERGLADES EXPRESSWAY, CONSTRUCTION	791234	12-10-79	DOT
	CLAY	DRAFT	BRANAN FIELD ROAD-CHAFFEE ROAD	791223	12-06-79	DOT
	DUVAL	DRAFT	BRANAN FIELD ROAD-CHAFFEE ROAD	791223	12-06-79	DOT
		DRAFT	JACKSONVILLE HARBOR, MILL COVE, NAVIGATION	791250	12-14-79	COE
	MARTIN	SUPPLEFL-9/I-95,	FROM FL-74 TO CANAL C-23	791286	12-27-79	DOT
	PALM BEACH	SUPPLEFL-9/I-95,	FROM FL-74 TO CANAL C-23	791286	12-27-79	DOT
GEORGIA	CATOOSA	DRAFT	US 27/GA-1, CHICKAMAUGA-CHATTANOOGA NP	791245	12-14-79	DOT
	CHATHAM	SUPPLEKINGS	ISLAND TURNING BASIN, SAVANNAH HARBOR (FS-2)	791284	12-27-79	COE
	COBB	DRAFT	I-75 RECONSTRUCTION, NORTHSIDE DRIVE TO I-285	791244	12-14-79	DOT
	FLOYD	DRAFT	N. ROME BYPASS, REDMOND RD./W. 14TH ST. EXTENSION	791246	12-14-79	DOT
	FULTON	DRAFT	I-75 RECONSTRUCTION, NORTHSIDE DRIVE TO I-285	791244	12-14-79	DOT
	WALKER	DRAFT	US 27/GA-1, CHICKAMAUGA-CHATTANOOGA NP	791245	12-14-79	DOT

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STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
GULF OF ALASKA		DRAFT	OCS SALE #46, WESTERN GULF OF ALASKA, KODIAK	791230	12-07-79	DOI
IDAHO	BONNER	FINAL	BULL RIVER-CLARK FORK PLANNING UNIT, KOOTENAI NF	791283	12-27-79	USDA
		FINAL	QUARTZ MOUNTAIN LAND MANAGEMENT PLAN, KANIKSU NF	791287	12-27-79	USDA
	CASSIA	DRAFT	SALMON FALLS DIVISION, SNAKE RIVER	791247	12-14-79	DOI
	TWIN FALLS	DRAFT	SALMON FALLS DIVISION, SNAKE RIVER	791247	12-14-79	DOI
ILLINOIS	CLAY	FINAL	LOUISVILLE LAKE, LITTLE WABASH RIVER BASIN	791241	12-12-79	COE
	COOK	SUPPLEO	HARE WATER RECLAMATION PLANT, DES PLAINES (FS-1)	791295	12-28-79	EPA
	EFFINGHAM	FINAL	LOUISVILLE LAKE, LITTLE WABASH RIVER BASIN	791241	12-12-79	COE
INDIANA	FAYETTE	DRAFT	WHITEWATER RIVER CROSSING, IN-1 TO IN-1/44	791290	12-27-79	DOT
	MADISON	DRAFT	TN-109 IMPROVEMENT NEAR ANDERSON	791264	12-20-79	DOT
	STEUBEN	DRAFT	STEUBEN LAKES WWT SYSTEMS, CASE STUDY #4	791248	12-14-79	EPA
KANSAS	SEDGWICK	DRAFT	US 54, HOOVER RD TO KS-2/42 AND I-235 INTERCHANGE	791218	12-05-79	DOT
MAINE	SEVERAL	DRAFT	1980 MAINE COOPERATIVE SPRUCE BUDWORM SUPPRESSION	791272	12-21-79	USDA
	OXFORD	FINAL	SOUTH PARIS SLUDGE DISPOSAL ALTERNATIVES	791227	12-07-79	EPA
MARYLAND	ANNE ARUNDEL	DRAFT	I-195, BWI AIRPORT TO I-95	791279	12-26-79	DOT
	BALTIMORE	DRAFT	I-195, BWI AIRPORT TO I-95	791279	12-26-79	DOT
		FINAL	FORT MCHENRY TUNNEL, I-95, DREDGING AND DISPOSAL	791208	12-03-79	DOT
	DORCHESTER	DRAFT	US 50, CHOPTANK RIVER CROSSING, CAMBRIDGE	791259	12-18-79	DOT
	HOWARD	DRAFT	I-195, BWI AIRPORT TO I-95	791279	12-26-79	DOT
	PRINCE GEORGES	DRAFT	MD-223 IMPROVEMENT, MD-5 TO MD-4	791215	12-04-79	DOT
	TALBOT	DRAFT	US 50, CHOPTANK RIVER CROSSING, CAMBRIDGE	791259	12-18-79	DOT
MASSACHUSETTS	SEVERAL	SUPPLE	LOGAN INTERNATIONAL AIRPORT, RUNWAY 22	791262	12-19-79	DOT
MINNESOTA	WASHINGTON	DRAFT	US 10, PRESCOTT BRIDGE AND APPROACHES	791273	12-21-79	DOT

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STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
MINNESOTA	SEVERAL	DRAFT	US 10 IMPROVEMENT, WADENA TO MOTLEY	791213	12-04-79	DOT
	BELTRAMI	DRAFT	FH-27, BELTRAMI COUNTY RD 39 TO TH-6, CHIPPEWA NF	791217	12-05-79	DOT
	ITASCA	DRAFT	FH-27, BELTRAMI COUNTY RD 39 TO TH-6, CHIPPEWA NF	791217	12-05-79	DOT
MISSOURI		FINAL	PURCHASE OF ROCK ISLAND RAILROAD LINE	791276	12-21-79	ICC
MONTANA	SANDERS	FINAL	BULL RIVER-CLARK FORK PLANNING UNIT, KOOTENAI NF	791283	12-27-79	USDA
	FLATHEAD	FINAL	WOLF PLANNING UNIT LAND MGMT. PLAN, KOOTENAI NF	791257	12-17-79	USDA
	LINCOLN	FINAL	HOODOO-FISHER MOUNTAIN PLANNING UNIT, KOOTENAI NF	791256	12-17-79	USDA
		FINAL	WOLF PLANNING UNIT LAND MGMT. PLAN, KOOTENAI NF	791257	12-17-79	USDA
		FINAL	COOL-BURNT PLANNING UNIT LAND MGMT., KOOTENAI NF	791275	12-21-79	USDA
		FINAL	BULL RIVER-CLARK FORK PLANNING UNIT, KOOTENAI NF	791283	12-27-79	USDA
NATIONAL		DRAFT	WATERFRONT FACILITIES REGULATIONS	791278	12-26-79	DOT
NEVADA	ELKO	DRAFT	JERRITT CANYON GOLD MINE AND MILL, HUMBOLT NF	791288	12-27-79	USDA
NEW HAMPSHIRE	CHESHIRE	DRAFT	CONNECTICUT RIVER BRIDGE CROSSING	791205	12-03-79	DOT
	HILLSBOROUGH	DRAFT	NOTRE DAME BRIDGE REPLACEMENT, MANCHESTER	791211	12-04-79	DOT
NEW MEXICO		FINAL	PURCHASE OF ROCK ISLAND RAILROAD LINE	791276	12-21-79	ICC
	MCKINLEY	FINAL	CROWNPOINT URANIUM MINING PROJECT	791242	12-13-79	TVA
NEW YORK		DRAFT	STATEN ISLAND INDUSTRIAL PARK, CDBG	791243	12-13-79	HUD
		DRAFT	NY BIGHT ACID WASTE DISPOSAL SITE DESIGNATION	791249	12-14-79	EPA
		SUPPLE	EAST ROCKAWAY INLET, EROSION CONTROL, JAMAICA BAY	791293	12-28-79	COE
	SCHENECTADY	FINAL	WOODLAWN DRAINAGE SYSTEM (CDBG), SCHENECTADY	791291	12-27-79	HUD
	WESTCHESTER	FINAL	RT. 9, CEDAR PL. TO BEACH RD., VILLAGE OF OSSINING	791233	12-10-79	DOT
NORTH CAROLINA	BRUNSWICK	FINAL	LOCKWOODS FOLLY INLET	791253	12-14-79	COE
	CURRITUCK	DRAFT	CURRITUCK OUTER BANKS NATIONAL WILDLIFE REFUGE	791258	12-18-79	DOI

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STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
NORTH DAKOTA	HETTINGER	DRAFT	RAINBOW ARCH BRIDGE REPLACEMENT, CANNONBALL RIVER	791212	12-04-79	DOT
	MCHENRY	FINAL	US 2, SURRY TO SOURIS RIVER AND TOWNER TO RUGBY	791238	12-11-79	DOT
	PIERCE	FINAL	US 2, SURRY TO SOURIS RIVER AND TOWNER TO RUGBY	791238	12-11-79	DOT
	WARD	FINAL	US 2, SURRY TO SOURIS RIVER AND TOWNER TO RUGBY	791238	12-11-79	DOT
OREGON	SEVERAL	FINAL	HEPPNER PLANNING UNIT, UMATILLA NF	791281	12-27-79	USDA
	CURRY	FINAL	CHETCO-GRAYBACK PLANNING UNIT, SISKIYOU NF	791236	12-10-79	USDA
	GRANT	FINAL	DESOLATION LAND MANAGEMENT PLAN, UMATILLA NF	791282	12-27-79	USDA
	JOSEPHINE	FINAL	CHETCO-GRAYBACK PLANNING UNIT, SISKIYOU NF	791236	12-10-79	USDA
	MORROW	FINAL	WILLOW CREEK LAKE, HEPPNER	791280	12-26-79	COE
	TILLAMOOK	DRAFT	NEHALEM BAY NORTH AND SOUTH JETTIES REHABILITATION	791294	12-28-79	COE
	UMATILLA	FINAL	DESOLATION LAND MANAGEMENT PLAN, UMATILLA NF	791282	12-27-79	USDA
	UNION	FINAL	DESOLATION LAND MANAGEMENT PLAN, UMATILLA NF	791282	12-27-79	USDA
PENNSYLVANIA	PHILADELPHIA	FINAL	GALLERY II OF MARKET STREET EAST (CDBG)	791298	120779	HUD
POLICY		DRAFT	HAZARDOUS MATERIALS STRATEGY, GREAT LAKES BASIN	791221	12-10-79	GLBC
		DRAFT	GREAT LAKES BASIN WATER QUALITY PLAN	791231	12-10-79	GLBC
PROGRAMMATIC		DRAFT	BPA FISCAL YEAR 1981 PROGRAM	791222	12-06-79	DOE
		DRAFT	RANGELAND GRASSHOPPER COOPERATIVE MANAGEMENT	791277	12-28-79	USDA
REGULATORY		DRAFT	1980 COOPERATIVE GYPSY MOTH SUPPRESSION	791270	12-21-79	USDA
		DRAFT	WATERFRONT FACILITIES REGULATIONS	791278	12-26-79	DOT
		DRAFT	MY 82-85 TRUCKS AVERAGE FUEL ECONOMY STANDARDS	791289	12-27-79	DOT
		FINAL	REVISION OF LEAD PHASE-DOWN REGULATION	791267	12-20-79	EPA
SEVERAL		DRAFT	HAZARDOUS MATERIALS STRATEGY, GREAT LAKES BASIN	791221	12-10-79	GLBC
		DRAFT	GREAT LAKES BASIN WATER QUALITY PLAN	791231	12-10-79	GLBC
		DRAFT	CSX CORP AND CHESSIE SYSTEM/SEABOARD COAST MERGER	791274	12-21-79	ICC
		DRAFT	RANGELAND GRASSHOPPER COOPERATIVE MANAGEMENT	791277	12-28-79	USDA
SOUTH CAROLINA	SPARTANBURG	FINAL	US 176, UNION CITY TO EXISTING US 176	791251	12-14-79	DOT
	UNION	FINAL	US 176, UNION CITY TO EXISTING US 176	791251	12-14-79	DOT

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
TENNESSEE	CARTER	DRAFT	TN-67, APPALACHIAN CORRIDOR "B" TO TN-37	791206	12-03-79	DOT
	HAMILTON	FINAL	SOUTH CHATTANOOGA CBD IMPROVEMENT (UDAG)	791235	12-07-79	HUD
		FINAL	TN-153/FAU 603, HIXON CONNECTOR TO SOUTHERN RR	791252	12-14-79	DOT
	SHELBY	DRAFT	FAP 3, THOMAS/101 TO I-55/CRUMP INTERCHANGES	791207	12-03-79	DOT
	WASHINGTON	DRAFT	TN-67, APPALACHIAN CORRIDOR "B" TO TN-37	791206	12-03-79	DOT
TEXAS	ATASCOSA	SUPPLE	SAN MIGUEL LIGNITE UNIT 1, TRANSMISSION (FS-1)	791261	12-18-79	USDA
TEXAS	BELL	DRAFT	FORT HOOD OVERALL MISSION	791228	12-07-79	USA
	CORYELL	DRAFT	FORT HOOD OVERALL MISSION	791228	12-07-79	USA
	FORT BEND	DRAFT	HICKORY CREEK SUBDIVISION, MORTGAGE INSURANCE	791229	12-07-79	HUD
		FINAL	QUAIL GREEN SUBDIVISION, MISSOURI CITY	791266	12-20-79	HUD
	SAN PATRICIO	DRAFT	OAK RIDGE ESTATES AND NORTH SHORE DEVELOPMENT	791263	12-20-79	HUD
	WHITNEY	SUPPLE	SAN MIGUEL LIGNITE UNIT L, TRANSMISSION (FS-1)	791261	12-18-79	USDA
VERMONT	WINDHAM	DRAFT	CONNECTICUT RIVER BRIDGE CROSSING	791205	12-03-79	DOT
VIRGINIA		DRAFT	EAST-WEST EXPRESSWAY, HAMPTON AND NEWPORT NEWS	791237	12-11-79	DOT
WASHINGTON	PEND OREILLE	FINAL	QUARTZ MOUNTAIN LAND MANAGEMENT PLAN, KANIKSU NF	791287	12-27-79	USDA
	KING	FINAL	VA MEDICAL CENTER, HOSPITAL ADDITION, SEATTLE	791240	12-12-79	VA
	SPOKANE	DRAFT	WA-290, HAMILTON STREET TO I-90, SPOKANE	791260	12-18-79	DOT
	THURSTON	DRAFT	EAST BAY MARINA, OLYMPIA HARBOR, BUDD INLET	791232	12-10-79	COE
WISCONSIN	PIERCE	DRAFT	US 10, PRESCOTT BRIDGE AND APPROACHES	791273	12-21-79	DOT
	BROWN	FINAL	UNIVERSITY AVENUE, CEDAR STREET TO HUMBOLDT ROAD	791210	12-03-79	DOT
	COLUMBIA	DRAFT	CITY OF PORTAGE WWT FACILITIES	791239	12-07-79	EPA
WYOMING	PLATTE	SUPPLE	WHEATLAND GENERATING STATION/GRAYROCKS DAM (DS-1)	791214	12-04-79	USDA
	LINCOLN	FINAL	GREYS-SALT RIVER PLANNING UNIT, BRIDGER-TETON NF	791285	12-27-79	USDA

ENVIRONMENTAL PROTECTION AGENCY
DECEMBER, 1979
STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF AGRICULTURE					
ANIMAL AND PLANT HEALTH INSPEC. SERVICE	DRAFT	RANGELAND GRASSHOPPER COOPERATIVE MANAGEMENT	791277	12-28-79	(NONE)
FOREST SERVICE	DRAFT	1980 MAINE COOPERATIVE SPRUCE BUDWORM SUPPRESSION	791272	12-21-79	(NONE)
		1980 COOPERATIVE GYPSY MOTH SUPPRESSION	791270	12-21-79	(NONE)
		JERRITT CANYON GOLD MINE AND MILL, HUMBOLT NF	791288	12-27-79	(NONE)
	FINAL	CHETCO-GRAYBACK PLANNING UNIT, SISKIYOU NF	791236	12-10-79	(NONE)
		WOLF PLANNING UNIT LAND MGMT. PLAN, KOOTENAI NF	791257	12-17-79	(NONE)
		HOODOO-FISHER MOUNTAIN PLANNING UNIT, KOOTENAI NF	791256	12-17-79	(NONE)
		COOL-BURNT PLANNING UNIT LAND MGMT., KOOTENAI NF	791275	12-21-79	(NONE)
		GREYS-SALT RIVER PLANNING UNIT, BRIDGER-TETON NF	791285	12-27-79	(NONE)
		QUARTZ MOUNTAIN LAND MANAGEMENT PLAN, KANIKSU NF	791287	12-27-79	(NONE)
		DESOLATION LAND MANAGEMENT PLAN, UMATILLA NF	791282	12-27-79	(NONE)
		BULL RIVER-CLARK FORK PLANNING UNIT, KOOTENAI NF	791283	12-27-79	(NONE)
		HEPPNER PLANNING UNIT, UMATILLA NF	791281	12-27-79	(NONE)
RURAL ELECTRIFICATION ADMINISTRATION	FINAL	COLORADO-UTE COAL-FIRED POWERPLANT, CRAIG UNIT 3	791254	12-14-79	(NONE)
	SUPPLEM	WHEATLAND GENERATING STATION/GRAYROCKS DAM (DS-1)	791214	12-04-79	(NONE)
	SUPPLE	SAN MIGUEL LIGNITE UNIT 1, TRANSMISSION (FS-1)	791261	12-18-79	(none)
DEPARTMENT OF COMMERCE					
NAT'L OCEANIC AND ATMOSPHERIC ADMIN.	FINAL	GROUNDFISH FISHERY, BERING SEA/ALEUTIAN ISLAND FMP	791224	12-07-79	(NONE)
DEPARTMENT OF DEFENSE, ARMY	DRAFT	FORT HOOD OVERALL MISSION	791228	12-07-79	(NONE)
DEPARTMENT OF DEFENSE, ARMY CORPS	FINAL	MISSISSIPPI RIVER IMPROVEMENT, HELENA HARBOR	791209	12-03-79	(NONE)
DEPARTMENT OF ENERGY					
BONNEVILLE POWER ADMINISTRATION	DRAFT	BPA FISCAL YEAR 1981 PROGRAM	791222	12-06-79	(NONE)
DEPARTMENT OF HUD	DRAFT	HICKORY CREEK SUBDIVISION, MORTGAGE INSURANCE	791229	12-07-79	(NONE)

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF HUD					
	DRAFT	OAK RIDGE ESTATES AND NORTH SHORE DEVELOPMENT	791263	12-20-79	(NONE)
	FINAL	WESTWOOD/SUMMERFIELD SUBDIVISIONS, SOUTHPORT	791225	12-07-79	(NONE)
		QUAIL GREEN SUBDIVISION, MISSOURI CITY	791266	12-20-79	(NONE)
SECTION 104(H)					
	DRAFT	STATEN ISLAND INDUSTRIAL PARK, CDBG	791243	12-13-79	(NONE)
	FINAL	SOUTH CHATTANOOGA CBD IMPROVEMENT (UDAG)	791235	12-07-79	(NONE)
		WOODLAWN DRAINAGE SYSTEM (CDBG), SCHENECTADY	791291	12-27-79	(NONE)
		GALLERY II OF MARKET STREET(CDBG)	791298	12-07-79	(NONE)
DEPARTMENT OF INTERIOR					
BUREAU OF LAND MANAGEMENT	DRAFT	OCS SALE #46, WESTERN GULF OF ALASKA, KODIAK	791230	12-07-79	(NONE)
		SHIVWITS RESOURCE AREA LIVESTOCK GRAZING MGMT.	791265	12-20-79	(NONE)
BUREAU OF RECLAMATION	DRAFT	SALMON FALLS DIVISION, SNAKE RIVER	791247	12-14-79	(NONE)
FISH AND WILDLIFE SERVICE	DRAFT	CURRITUCK OUTER BANKS NATIONAL WILDLIFE REFUGE	791258	12-18-79	(NONE)
DEPARTMENT OF TRANSPORTATION					
FEDERAL AVIATION ADMINISTRATION		SUPPLEM LOGAN INTERNATIONAL AIRPORT, RUNWAY 22	791262	12-19-79	(NONE)
FEDERAL HIGHWAY ADMINISTRATION	DRAFT	FAP 3, THOMAS/101 TO I-55/CRUMP INTERCHANGES	791207	12-03-79	(NONE)
		TN-67, APPALACHIAN CORRIDOR "B" TO TN-37	791206	12-03-79	(NONE)
		CONNECTICUT RIVER BRIDGE CROSSING	791205	12-03-79	(NONE)
		FH-27, BELTRAMI COUNTY RD 39 TO TH-6, CHIPPEWA NF	791217	12-05-79	(NONE)
		US 54, HOOVER RD TO KS-2/42 AND I-235 INTERCHANGE	791218	12-05-79	(NONE)
		US 10 IMPROVEMENT, WADENA TO MOTLEY	791213	12-04-79	(NONE)
		RAINBOW ARCH BRIDGE REPLACEMENT, CANNONBALL RIVER	791212	12-04-79	(NONE)
		NOTRE DAME BRIDGE REPLACEMENT, MANCHESTER	791211	12-04-79	(NONE)
		MD-223 IMPROVEMENT, MD-5 TO MD-4	791215	12-04-79	(NONE)
		BRANAN FIELD ROAD-CHAFFEE ROAD	791223	12-06-79	(NONE)
		EAST-WEST EXPRESSWAY, HAMPTON AND NEWPORT NEWS	791237	12-11-79	(NONE)
		I-75 RECONSTRUCTION, NORTHSIDE DRIVE TO I-285	791244	12-14-79	(NONE)
		US 27/GA-1, CHICKAMAUGA-CHATTANOOGA NP	791245	12-14-79	(NONE)
		N. ROME BYPASS, REDMOND RD./N. 14TH ST. EXTENSION	791246	12-14-79	(NONE)
		US 50, CHOPTANK RIVER CROSSING, CAMBRIDGE	791259	12-18-79	(NONE)
		WA-290, HAMILTON STREET TO I-90, SPOKANE	791260	12-18-79	(NONE)
		CO-83 (PARKER ROAD), CO-88 TO CO-86	791269	12-21-79	(NONE)
		TN-109 IMPROVEMENT NEAR ANDERSON	791264	12-20-79	(NONE)
		I-195, BWI AIRPORT TO I-95	791279	12-26-79	(NONE)
		US 10, PRESCOTT BRIDGE AND APPROACHES	791273	12-21-79	(NONE)

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF TRANSPORTATION					
FEDERAL HIGHWAY ADMINISTRATION	DRAFT	WHITEWATER RIVER CROSSING, IN-1 TO IN-1/44	791290	12-27-79	(NONE)
		I-8 AND CA-125 INTERCHANGE	791296	12-28-79	(NONE)
	FINAL	FORT MCHENRY TUNNEL, I-95, DREDGING AND DISPOSAL	791208	12-03-79	(NONE)
		UNIVERSITY AVENUE, CEDAR STREET TO HUMBOLDT ROAD	791210	12-03-79	(NONE)
		US 2, SURRY TO SOURIS RIVER AND TOWNER TO RUGBY	791238	12-11-79	(NONE)
		PORT EVERGLADES EXPRESSWAY, CONSTRUCTION	791234	12-10-79	(NONE)
		RT. 9, CEDAR PL. TO BEACH RD., VILLAGE OF OSSINING	791233	12-10-79	(NONE)
		TN-153/FAU 603, HIXON CONNECTOR TO SOUTHERN RR	791252	12-14-79	(NONE)
		US 176, UNION CITY TO EXISTING US 176	791251	12-14-79	(NONE)
	SUPPLEM	FL-9/I-95, FROM FL-74 TO CANAL C-23	791286	12-27-79	(NONE)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN.	DRAFT	MY 82-85 TRUCKS AVERAGE FUEL ECONOMY STANDARDS	791289	12-27-79	(NONE)
U.S.COAST GUARD	DRAFT	WATERFRONT FACILITIES REGULATIONS	791278	12-26-79	(NONE)
ENVIRONMENTAL PROTECTION AGENCY					
EPA, HEADQUARTERS	DRAFT	NY BIGHT ACID WASTE DISPOSAL SITE DESIGNATION	791249	12-14-79	(NONE)
	FINAL	REVISION OF LEAD PHASE-DOWN REGULATION	791267	12-20-79	(NONE)
EPA, REGION 1	FINAL	SOUTH PARIS SLUDGE DISPOSAL ALTERNATIVES	791227	12-07-79	(NONE)
EPA, REGION 5	DRAFT	CITY OF PORTAGE WWT FACILITIES	791239	12-07-79	(NONE)
		STEUBEN LAKES WWT SYSTEMS, CASE STUDY #4	791248	12-14-79	(NONE)
	SUPPLEM	O'HARE WATER RECLAMATION PLANT, DES PLAINES (FS-1)	791295	12-28-79	(NONE)
EPA, REGION 6	FINAL	WWT FACILITIES, LITTLE ROCK (MAUMELLE)	791226	12-07-79	(NONE)
EPA, REGION 8	DRAFT	GREELEY WWT FACILITIES AND MANAGEMENT PLAN (DS-1)	791297	12-28-79	(NONE)
EPA, REGION 9	FINAL	MODESTO WASTEWATER FACILITIES IMPROVEMENTS, GRANT	791292	12-28-79	(NONE)
FEDERAL ENERGY REGULATORY COMMISSION	DRAFT	SWAN LAKE PROJECT NO. 2911, LICENSES, TONGASS NF	791219	12-05-79	(NONE)
GENERAL SERVICES ADMINISTRATION	FINAL	DENVER FEDERAL CENTER, LAKEWOOD	791220	12-05-79	(NONE)

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
GREAT LAKES BASIN COMMISSION					
	DRAFT	HAZARDOUS MATERIALS STRATEGY, GREAT LAKES BASIN	791221	12-10-79	(NONE)
		GREAT LAKES BASIN WATER QUALITY PLAN	791231	12-10-79	(NONE)
INTERSTATE COMMERCE COMMISSION					
	DRAFT	CSX CORP AND CHESSIE SYSTEM/SEABOARD COAST MERGER	791274	12-21-79	(NONE)
	FINAL	PURCHASE OF ROCK ISLAND RAILROAD LINE	791276	12-21-79	(NONE)
TENNESSEE VALLEY AUTHORITY					
	FINAL	CROWNPOINT URANIUM MINING PROJECT	791242	12-13-79	(NONE)
U.S. ARMY CORPS OF ENGINEERS					
	DRAFT	NEW HAVEN HARBOR COASTAL DEVELOPMENT	791216	12-04-79	(NONE)
		EAST BAY MARINA, OLYMPIA HARBOR, BUDD INLET	791232	12-10-79	(NONE)
		JACKSONVILLE HARBOR, MILL COVE, NAVIGATION	791250	12-14-79	(NONE)
		TELEGRAPH CANYON CREEK FLOOD CONTROL, CHULA CITY	791255	12-17-79	(NONE)
		NEHALEM BAY NORTH AND SOUTH JETTIES REHABILITATION	791294	12-28-79	(NONE)
	FINAL	LOUISVILLE LAKE, LITTLE WABASH RIVER BASIN	791241	12-12-79	(NONE)
		LOCKWOODS FOLLY INLET	791253	12-14-79	(NONE)
		WILLOW CREEK LAKE, HEPPNER	791280	12-26-79	(NONE)
	SUPPLEM	KINGS ISLAND TURNING BASIN, SAVANNAH HARBOR (F8-2)	791284	12-27-79	(NONE)
		EAST ROCKAWAY INLET, EROSION CONTROL, JAMAICA BAY	791293	12-28-79	(NONE)
VETERANS ADMINISTRATION					
	FINAL	VA MEDICAL CENTER, HOSPITAL ADDITION, SEATTLE	791240	12-12-79	(NONE)

DEPARTMENT OF AGRICULTURE

Contact: Mr. Barry Flamm
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U.S. Department of Agriculture
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Animal and Plant Health Inspec. Service

Draft		Date
Rangeland Grasshopper Cooperative Management		12/28

Programmatic several
Proposed is a management program for the protection of rangelands and agricultural crops from damage by grasshoppers. Several alternatives are considered which include: 1) no action; 2) biological control; 3) use of biological agents such as fungi, bacteria, viruses, protozoa, and parasites and predators; 4) cultural and mechanical; 5) integrated pest management; 6) eradication; and 7) chemical insecticides. The plan of work will be site specific for a grasshopper management action plan.
(EIS ORDER # 791277

Forest Service

Draft		Date
1980 Maine Cooperative Spruce Budworm Suppression		12/21

Maine
County: several
Proposed is the 1980 Cooperative Spruce Budworm Suppression Program for the State of Maine. The Counties involved are Aroostook, Piscataquis, Somerset, Penobscot, Washington, Franklin, Oxford and Hancock. The alternatives consider: 1) biological insecticide treatment on 1.8 million acres, 2) small landowner management assistance, 3) chemical and biological insecticide treatment on 3.5 million acres, 4) chemical and biological insecticide treatment 1.8 million acres with protection management, 5) biological insecticide treatment on 250,000 acres with protection management, and 6) no Federal assistance. (USDA-FS-80-01)
(EIS ORDER # 791272

Jerritt Canyon Gold Mine and Mill, Humbolt NF		12/27

Nevada
County: Elko
Proposed is the issuance of a permit to construct an open-

pit mine known as Jerritt Canyon Mine located in Elko County, Nevada. Other features of the permit include a cyanidization mill and tailings disposal pond within and adjacent to the Humbolt National Forest. The alternatives include: 1) no action; 2) waste rock disposal alternatives; 3) mill, corridor and tailing pond alternatives; and 4) power transmission line alternatives.
(EIS ORDER # 791288

Draft

1980 Cooperative Gypsy Moth Suppression 12/21

Regulatory
Proposed is the 1980 Cooperative Gypsy Moth Suppression and Regulatory Program and activities. The suppression program will affect 143,165 acres in New Jersey, New York, and Pennsylvania. The regulatory program will affect 16,156 acres in New Jersey, Illinois, New York, New England States, Pennsylvania, Michigan, North and South Carolina, Ohio, Wisconsin, Washington, Virginia. The alternatives consider financial assistance for: 1) chemical insecticide treatment, 2) biological insecticide treatment, and 3) integrated pest management.
(DEIS-80-01)
(EIS ORDER # 791270

Final Date

Bull River-Clark Fork Planning Unit, Kootenai NF 12/27

Idaho	Montana		
County:	Bonner	Lincoln	Sanders

Proposed is a land management plan for the Bull River-Clark Fork Planning Unit of the Kootenai National Forest within the County of Bonner, Idaho, and the Counties of Lincoln and Sanders, Montana. The unit encompasses 263,806 acres of land. In addition to no action four alternatives are considered which emphasize: 1) amenity values and wildlife habitat, 2) commodity production, 3) primitive and dispersed recreation, and 4) all potentials.
(USDA-FS-FES-(ADM)-01-14-79-11)
COMMENTS MADE BY: DOI
State Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791283

Quartz Mountain Land Management Plan, Kaniksu NF 12/27

Idaho	Washington	
County:	Bonner	Pend Oreille

Proposed is a land management plan for the Quartz Mountain Planning Unit of the Kaniksu National Forest within the Idaho Panhandle National Forests located in Bonner County, Idaho and Pend Oreille County, Washington. The plan contains a preferred alternative with a mix of land uses with emphasis on timber management, wildlife, recreation and

esthetic values. The plan will only effect the 64,920 acres of National Forest lands within the unit.
(USDA-FS-FES-(ADM)-01-04-78-02)
COMMENTS MADE BY: USDA COE DOE DOI EPA FERC
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791287

Final

Hoodoo-Fisher Mountain Planning Unit, Kootenai NF 12/17

Montana
County: Lincoln
Proposed is a land management plan for Hoodoo-Fisher Mountain Planning Unit, Kootenai National Forest, Lincoln County, Montana. Four plans have been developed. Alternative A involves management of the unit for primitive, dispersed, and developed recreation. Alternative B provides optimum production of goods and services. Alternative C concerns wildlife management of grizzly habitat, areas of high scenic value, and provides a balance of forage and cover for big game. Alternative D emphasizes commodity production with provisions for dispersed recreation, big game, fragile soils, and scenic qualities.
(USDA-FS-FES-(Adm)-01-14-79-8)
COMMENTS MADE BY: EPA DOI COE
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791256

Wolf Planning Unit Land Mgmt. Plan, Kootenai NF 12/17

Montana
County: Flathead Lincoln
Proposed is a land management plan for the Wolf Planning Unit of the Kootenai National Forest in Lincoln and Flathead Counties, Montana. The Unit contains 40,699 acres of National Forest lands. Three alternatives and one sub-alternative are considered and compared against a reference base alternative (no action). The preferred alternative stresses both the production of commodities and wildlife considerations while also recognizing the visual resources. The other alternatives stress: 1) amenity/recreation, 2) commodity production, and 3) modified commodity production.
(USDA-FS-FES-(ADM)-01-14-79-09)
COMMENTS MADE BY: EPA DOI
Groups, Individuals and Businesses
(EIS ORDER # 791257

Cool-Burnt Planning Unit Land Mgmt., Kootenai NF 12/21

Montana
County: Lincoln
Proposed is a land management plan for the Cool-Burnt Planning Unit of the Kootenai National Forest in Lincoln County, Montana. The preferred alternative for the 35,280 acre unit

emphasizes dispersed recreation, grizzly bear and moose habitats, and visual resources. Approximately 12,300 acres are allotted for timber production with 6,300 acres of that allotment constrained by visual requirements. The Grizzly Peak Roadless Area is largely allocated for dispersed recreation and grizzly bear habitat. Four other alternatives are considered.
(USDA-FS-FES-(ADM)-01-14-79-09)
COMMENTS MADE BY: DOI EPA COE
State Agencies
Groups and Businesses
(EIS ORDER # 791275

inal

Chetco-Grayback Planning Unit, Siskiyou NF 12/10

Oregon California
County: Curry Josephine Del Norte
Proposed is a land management plan for the Chetco-Grayback Planning Unit located in the Siskiyou National Forest in Josephine and Curry Counties, Oregon and Del Norte County, California. Five alternatives are considered. The preferred alternative includes: 1) a high level of timber harvest, 2) protection of the Illinois River which has been recommended for inclusion in the National Wild and Scenic River System, 3) reserve of wilderness for recreation and other uses, 4) recreational opportunities, and 5) protection and management of other resources.
(USDA-FS-R6-FES-(ADM)-79-2)
COMMENTS MADE BY: USDA DOT DOE FERC EPA HUD DOI
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791236

Heppner Planning Unit, Umatilla NF 12/27

Oregon
County: several
Proposed is a land management plan for the Heppner Planning Unit in the Umatilla National Forest in the Counties of Morrow, Wheeler, Grant and Umatilla, Oregon. The area involved encompasses 271,555 acres of land. Five alternatives consider: 1) recreation, 2) wood fiber yield, 3) water yield, 4) forage for domestic livestock grazing, and 5) habitat diversity for wildlife.
(USDA-FS-R6-FES-(ADM)-79-06)
COMMENTS MADE BY: FERC USDA COE DOC DOE HUD DOI TREA EPA
State and Local Agencies
Groups and Individuals
(EIS ORDER # 791281

Desolation Land Management Plan, Umatilla NF 12/27

Oregon
County: Union Grant Umatilla
Proposed is a land management plan for the 448,840 acre

Desolation Planning Unit, Umatilla National Forest, Umatilla, Union and Grant Counties, Oregon. The preferred alternative features: 1) the management of the Greenhorn Mountain Area for future designation as a special interest area, 2) primitive/remote undeveloped recreational areas, 3) commodity management and production with management of elk and fish habitat, 4) a historical and cultural assessment area, and 5) wood fiber production and domestic grazing areas. Seven alternatives are considered in total.
(USDA-FS-06-14-78-02)
COMMENTS MADE BY: USDA DOC COE DOE EPA DOI
State Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791282

Final

Greys-Salt River Planning Unit, Bridger-Teton NF 12/27

Wyoming
County: Lincoln
Proposed is a land management plan for the Greys-Salt River planning unit located in Bridger-Teton National Forest, Lincoln County, Wyoming. Alternatives for the management plan include emphasis on: 1) dispersed recreation with recommendation for wilderness study for roadless areas, 2) dispersed recreation with minimum development and no wilderness study of roadless areas, 3) non-commodity key values, 4) commodity key values, 5) balance of all values (proposed-plan), and 6) commodity production regardless of key values.
(USDA-FS-R4-FES-ADM-78-8)
COMMENTS MADE BY: AHP USDA EPA HUD DOI
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791285

Rural Electrification Administration

Final Date

Colorado-Ute Coal-Fired Powerplant, Craig Unit 3 12/14

Colorado
County: Moffat
Proposed is the awarding of a loan guarantee for the construction of a 400-MW coal-fired steam-electric generating unit, to be known as Craig Unit 3, located at Craig Station on the Yampa River, in Moffat County, Colorado. The unit will produce approximately 400 MW of power with fuel being supplied from local coal reserves and water from the Yampa River. Some transmission system modifications will be made to an existing line.
(USDA-REA-EIS-(ADM)-79-10-F)
COMMENTS MADE BY: COE EPA DOT FERC USDA DOI
State Agencies
(EIS ORDER # 791254

Draft Supplement — Date

Wheatland Generating Station/Grayrocks Dam (DS-1) — 12/04

Wyoming
County: Platte
Proposed is the construction and operation of the Wheatland Generating Station Units 1, 2 and 3 and associated transmission facilities near Wheatland, Platte County, Wyoming. In conjunction with the power plant, a 104,100 acre-foot water storage reservoir will be impounded by Grayrocks Dam on the Laramie River, and extensive transmission facilities will be constructed to intergrate the power into existing transmission grids.
(USDA-REA-76-2-DS)
(EIS ORDER # 791214

Final Supplement

San Miguel Lignite Unit 1, Transmission (FS-1) — 12/18

Texas
County: Atascosa Whitney
This statement supplements a final EIS, #61226, filed 8-20-79 concerning the San Miguel Lignite Unit 1, associated mine and related transmission lines in Atascosa and Whitney Counties, Texas. The project includes a 447 megawatt steam electric generating unit, an adjacent lignite surface mine, approximately 254 miles of 345 kV transmission lines, 195 miles of 138 kV transmission lines, and 25 miles of 69 kV transmission lines. This statement considers a alternate route which would reduce the length of the 345 kV line by 176 miles.
(USDA-REA-EIS-(ADM)-76-7-F-FS)
Comments made by: COE USDA DOT AHP DOI
State and Local Agencies
(EIS ORDER #791261)

U.S. ARMY CORPS OF ENGINEERS

Contact: Mr. Richard Makinen
Office of Environmental policy
Attn: DAEN-CWR-P
Office of the Chief of Engineers
U.S. Army Corps of Engineers
20 Massachusetts Avenue
Washington, D.C. 20314
(202) 272-0121

Draft — Date

Telegraph Canyon Creek Flood Control, Chula City — 12/17

California
County: San Diego
Proposed is a flood control plan for Telegraph Canyon Creek located in the City of Chula, San Diego County, California. The plan will include: 1) a 1.0 mile concrete-lined channel, 2) two 12 x 10 boxes, totaling 700 feet in length, 3) a 0.4 mile earth bottom trapezoidal channel, and 4) the incorporation of the existing 1,240 foot long culvert under I-5. Eight alternatives are considered.
(Los Angeles District)
(EIS ORDER # 791255

New Haven Harbor Coastal Development — 12/04

Connecticut
County: New Haven
Proposed is improvement dredging in New Haven Harbor, New Haven County, Connecticut. Features of the plan include: 1) deepening the main channel from 35 feet deep to 42 feet deep 2) widen the main channel, 3) bring the turning basin to the same depth, and 4) deepen a portion of the anchorage at the head of the harbor to a 30-foot depth. An estimated 7.2 million cubic yards of sediment and 52,000 cubic yards of rock will be removed, with disposal planned at the Central Long Island Sound Regional Dredged Material Disposal Area.
(New Haven Division)
(EIS ORDER # 791216

Jacksonville Harbor, Mill Cove, Navigation — 12/14

Florida
County: Duval
Proposed is a navigation, flow and circulation improvement project for Jacksonville Harbor (Mill Cove) located in Duval County, Florida. The project would include: 1) widening the existing weir at the eastern end of Quarantine Island, 2) use of excavated material to form dikes to facilitate construction of a groin-type structure at the southeastern end of Quarantine Island, 3) excavation and filling of about 14 acres of the disposal island, and 4) construction of a

small boat navigation channel.
(Jacksonville District)
(EIS ORDER # 791250

Draft

Nehalem Bay North and South Jetties Rehabilitation 12/28

Oregon
County: Tillamook
Proposed is the rehabilitation of the north and south jetties of Nehalem Bay in Tillamook County, Oregon. The rubblemound jetties would be constructed to original dimensions using present construction specifications. The alternatives consider: bar dredging, and rehabilitation of both jetties. The purposes of the project include: improvement of navigational safety, maintenance of the usability of the navigation channel, and the reduction of wave erosion damage to a nearby residential area.
(Portland District)
(EIS ORDER # 791294

East Bay Marina, Olympia Harbor, Budd Inlet 12/10

Washington
County: Thurston
Proposed is the construction of the East Bay Marina located in Olympia Harbor, Budd Inlet in the City of Olympia, Thurston County, Washington. The marina would include moorage for 800 boats with recreational facilities on the floating breakwater. Included is the filling of 24.2 acres for a cargo handling area for the Port of Olympia. The alternatives consider 10 different marina sites and five marina plans at the selected site in addition to no action and dryland storage.
(Seattle District)
(EIS ORDER # 791232

Final Date

Mississippi River Improvement, Helena Harbor 12/03

Arkansas.
County: Phillips
Proposed is the dredging of a new 5.5 mile channel in two stages along the right side of the main channel of the Mississippi River, extending northeastward from the north end of the Westover revetment and parallel to the main stem levee. Dredged material would be strategically placed to create and provide navigation access to a 685-acre raised port area along the landside of the channel to be developed as a waterfront industrial complex with facilities to move commodities by water. This project is located in Phillips County, Arkansas.
(Memphis District)
COMMENTS MADE BY: DOC USDA DOI EPA HEW
State and Local Agencies
Businesses
(EIS ORDER # 791209)

Final Date

Louisville Lake, Little Wabash River Basin 12/12

Illinois
County: Clay Effingham
Proposed is the development of Louisville Lake as a multi-purpose project for flood control, water supply, general recreation, and fish/wildlife related recreation in Clay and Effingham Counties, Illinois. Elements of the project would include a multipurpose impoundment with associated structures, general recreation areas and wildlife mitigation areas. Louisville Lake would be created by the construction of a dam on Little Wabash River. The total land required is approximately 20,950 acres.
(Louisville District)
COMMENTS MADE BY: DOI EPA FERC USDA DOT DOC HEW
State Agencies
Individuals
(EIS ORDER # 791241

Lockwoods Folly Inlet 12/14

North Carolina
County: Brunswick
Proposed is the modification of an existing navigation project at Lockwoods Folly Inlet, Brunswick County, North Carolina. Plans consist of deepening the existing channel to 12 feet by a channel excavation-sand bypassing system with the disposal of excavated material in the surf zone of Long Beach at a distance of 1 to 1.5 miles from the inlet. The alternatives consider: 1) dredging of the inlet with construction of one or two jetties, 2) various channel depths by sidecast dredge, and 3) no project.
(Wilmington District)
COMMENTS MADE BY: EPA DOI DOC USDA HEW
State Agencies
Groups and Individuals
(EIS ORDER # 791253

Willow Creek Lake, Heppner 12/26

Oregon
County: Morrow
Proposed is a multipurpose project for the Willow Creek drainage located in Heppner, Morrow County, Oregon. The project would involve the creation of Willow Creek Lake and construction of a 161 foot high dam. The project would provide flood control, irrigation, recreation, and wildlife enhancement. Approximately three miles of county road would be relocated, as will the city water supply line and storage tank. The alternatives include: 1) no action, 2) relocation of flood-prone section, 3) construction of a flood control channel, 4) various sizes of reservoirs, and

5) flood plain zoning.
(Walla Walla District)
COMMENTS MADE BY: HEW USDA DOT HUD DOC DOI EPA
State and Local Agencies
Groups and Individuals
(EIS ORDER # 791280

1 Supplement Date

Kings Island Turning Basin, Savannah Harbor (FS-2) 12/27

Georgia
County: Chatham
This statement supplements a final EIS, #760901, filed 6-17-76 concerning the modification of Savannah Harbor in Chatham County, Georgia. This statement concerns disposal sites for the enlargement of the Kings Island Turning Basin in Savannah Harbor. The disposal sites addressed in the final EIS were later zoned for industrial use but became available again for use as disposal sites. The sites addressed in the final supplement EIS, #780994 filed 9-12-78 have become economically infeasible. The proposed sites are Argyle Island, Hutchinson Island and Georgia Ports Authority property.
(Savannah District)
(EIS ORDER # 791284

East Rockaway Inlet, Erosion Control, Jamaica Bay 12/28

New York
This statement supplements final EIS #40714, filed 5-2-74 concerning beach erosion control along the Atlantic coast of New York City from East Rockaway Inlet to Rockaway Inlet and Jamaica Bay, New York. The statement concerns the western portion of the project which has not achieved the designed shore protection. The plan includes the construction of a terminal stone groin and the placement of sand fill around the groin. The groin will be approximately 530 feet long and approximately 80 feet wide at the base.
(New York District)
(EIS ORDER # 791293

DEPARTMENT OF COMMERCE

Contact: Dr. Sidney R. Galler
Deputy Assistant Secretary
Environmental Affairs
Department of Commerce
Washington, D.C. 20230
(202) 377-4335

Nat'l Oceanic and Atmospheric Admin.

Final — Date

Groundfish Fishery, Bering Sea/Aleutian Island FMP — 12/07

Alaska
The proposed action is to adopt and implement a fishery management plan for the groundfish fishery for the Bering Sea/Aleutian Island Area under provisions of Title III of the Fishery Conservation and Management Act of 1976. This Act extends jurisdiction over fishery resources and establishes a program for their management. The purpose of the plan is to manage the groundfish fishery in the area for optimum yield, and to allocate harvest between domestic and foreign fishermen.
COMMENTS MADE BY: DOC DOI
Groups, Individuals and Businesses
(EIS ORDER # 791224

DEPARTMENT OF DEFENSE, Army

Contact: Col. Charles E. Bell
Chief of the Environmental Office
Headquarters DAEN-ZCE
Office of the Assistant Chief of Engineers
Department of the Army
Room 1E676, Pentagon
Washington, D.C. 20310
(202) 694-4269

Draft	Date
Fort Hood Overall Mission	12/07

Texas
County: Coryell Bell
Proposed is the continuation of the current mission of Fort Hood in Coryell and Bell Counties, Texas. Installation activities include all those performed within the entire military reservation of 216,915 acres. The primary activities of Fort Hood are oriented toward the training of combat support, and combat support units, primarily through maneuver and live-fire training exercises. The alternatives also consider reduction/relocation and no action.
(EIS ORDER # 791228

DEPARTMENT OF ENERGY

Contact: Dr. Robert Stern
Acting Director
NEPA Affairs Division
Department of Energy
Mail Station 4G-064, Forrestal Bldg.
Washington, DC 20585
(202) 252-4600

Bonneville Power Administration

Draft	Date
BPA Fiscal Year 1981 Program	12/06

Programmatic
Proposed is the BPA FY 1981 program which would result in the diversion of approximately 1400-1900 acres of forest land to other land uses compatible with transmission line right-of-ways; permanent removal of all vegetative cover from approximately 118-135 acres as a result of the construction of the new substations, transmission lines, and permanent access roads; control of all tall vegetation on forest land; removal of approximately 6.5 to 9.8 acres of cropland from production; and vegetation control measures to reduce vegetation cover on approximately 18,646 acres of existing right-of-way and 780 acres of existing substation property. (DOE/EIS-0060)
(EIS ORDER # 791222

ENVIRONMENTAL PROTECTION AGENCY

EPA, HEADQUARTERS

Draft — Date

NY Bight Acid Waste Disposal Site Designation — 12/14

New York
Proposed is the designation of the New York Bight Acid Waste Disposal Site for continuing use, which is used by 2 industries in the New Jersey Area. The alternatives consider: 1) no action, 2) use of the existing site, and 3) use of the 106-mile chemical waste disposal site and the northern and southern areas near the Hudson Canyon.
(EIS ORDER # 791249

Final — Date

Revision of Lead Phase-Down Regulation — 12/20

Regulatory
Proposed is the revision of the Lead Phase-Down Regulation concerning the use of lead as a fuel additive. The revision would delay the lead phase-down schedule, allowing the refineries to continue producing gasoline with a lead pooled average of 0.8 grams per gallon until October 1, 1980.
COMMENTS MADE BY:
(EIS ORDER # 791267

EPA, REGION 1

Final — Date

South Paris Sludge Disposal Alternatives — 12/07

Maine
County: Oxford
Proposed is the selection, from six alternatives, of a site for the disposal of dewatered sludge from the secondary wastewater treatment facility at South Paris, Oxford County, Maine. Two sites are recommended: the A.C. Lawrence site and the Ryerson Hill site.

COMMENTS MADE BY: USDA EPA DOI COE AHP
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791227

EPA, REGION 5

Draft — Date

Steuben Lakes WWT Systems, Case Study #4 — 12/14

Indiana
County: Steuben
Proposed is a wastewater treatment plan for the Steuben Lakes Regional Waste District located in Steuben County, Indiana. The recommended action is the limited action alternative and includes: 1) site specific analysis of on-site systems, 2) repair and renovation of on-site systems, 3)management of the on-site systems by a Small Waste Flows District, and 4) continued monitoring of surface water quality as well as ground water quality.
(EIS ORDER # 791248

City of Portage WWT Facilities — 12/07

Wisconsin
County: Columbia
Proposed is the replacement of the existing wastewater treatment plan on the Fox River with a new one adjacent to the Wisconsin River in the City of Portage, Columbia County, Wisconsin. A new interceptor would be built to the plant eliminating five existing lift stations. The new plant would have a design capacity of 2.6 million gallons per day and would provide secondary treatment by rotating biological contractors prior to chlorination and discharge to the Wisconsin River.
(EIS ORDER # 791239

Final Supplement — Date

O'Hare Water Reclamation Plant, Des Plaines (FS-1) — 12/28

Illinois
County: Cook
This statement supplements a final EIS, #50747, filed 5-23-75, concerning the O'Hare Water Reclamation Plant in the City of Des Plaines, Cook County, Illinois. The final EIS recommended inclusion of a condition in the grant agreement which required aerosol suppression at the WRP. Due to considerable research concerning the use of aerosols this statement now recommends the rescission of the grant condition to allow operation of the O'Hare WRP without suppression facilities.
(EIS ORDER # 791295)

Final — Date

WWT Facilities, Little Rock (Maumelle) — 12/07

Arkansas
County: Pulaski
Proposed is the construction of WWT facilities in Pulaski County, Arkansas. The treatment plant would be constructed on Beck Road in the Little Maumelle River Valley to treat sewage collected by two interceptor sewer mains in the northern part of the drainage basin. It is also proposed that an outfall line be constructed from the Beck Road plant to the Arkansas River. The preferred alternative is no action.
COMMENTS MADE BY: AHP DOI FERC
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791226

EPA, REGION 8

Draft — Date

Greeley WWT Facilities and Management Plan (DS-1) — 12/28

Colorado
County: Weld
This statement supplements a final EIS #61709 filed 12-7-76, concerning wastewater treatment facilities for the City of Greely, Weld County, Colorado. This statement analyzes additional alternatives which include: 1) consideration of the Delta Mechanical Plant, 2) treatment and discharge to Crow Creek, 3) treatment and discharge to Crow Creek and Ogilvy Ditch, and 4) a land application system.
(EIS ORDER # 791297

EPA, REGION 9

Final — Date

Modesto Wastewater Facilities Improvements, Grant — 12/28

California
County: Stanislaus
Proposed is grant funding for modification improvements of the wastewater treatment and disposal facilities in the City of Modesto, Stanislaus County, California. The project would add a new 15 MGD influent pump station with a cross connection to one of the two existing pump stations; new booster pumps on the primary effluent pipeline to the oxidation ponds; two new sludge thickeners; a sludge digester; additional sludge drying beds; 1,440 hp in additional aerators at the oxidation pond; and new chlorination and dechlorination facilities at the oxidation ponds.
(EPA-9-CA-Stanislaus-Modesto-WWTP-9)
COMMENTS MADE BY: AHP COE DOI USDA
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791292

FEDERAL ENERGY REGULATORY COMMISSION

Contact: Dr. Jack M. Heinemann
Advisor on Environmental Quality
Room 3000 S-22
Federal Energy Regulatory Commission
825 North Capitol Street, NE
Washington, DC 20426
(202) 275-4150

Draft — Date

Swan Lake Project No. 2911, Licenses, Tongass NF — 12/05

Alaska
Proposed is the issuance of a license for the construction and operation of the Swan Lake Project, a conventional hydroelectric facility, to be located on Falls Creek within the Tongass National Forest, Alaska. The project will include: 1) a dam downstream from the outlet of the existing Swan Lake, 2) a power tunnel, 3) a switchyard, 4) an access road, 5) a transmission line, and 6) appurtenant facilities. The generating equipment would have an installed capacity of 22,000 kW. The 115 kV transmission line would extend for approximately 30.5 miles to the existing Bailey Switchyard in Ketchikan.
(FERC/EIS-0012-D)
(EIS ORDER # 791219

GENERAL SERVICES ADMINISTRATION

Contact: Mr. Carl W. Penland
Acting Director
Environmental Affairs Division
General Services Administration
18th and F Streets, N.W.
Washington, D.C. 20405
(202) 566-1416

Final — Date

Denver Federal Center, Lakewood — 12/05

Colorado
County: Jefferson
Proposed is a master plan for future development of the Denver Federal Center DFC in Lakewood, Jefferson County, Colorado. The plan provides for the orderly consolidation of Federal Agency offices in the West Denver Metro Area. Development of the DFC would provide a significant increase in high density administrative and office space in the DFC core area, to be surrounded by lower density uses, including military, research, and industrial activities, as well as open space. In addition, non-governmental office and commercial uses are recommended for the northwest corner of the DFC.
(ECO-78001)
COMMENTS MADE BY: DOD USDA DOE COE DOI EPA
State and Local Agencies
Businesses
(EIS ORDER # 791220

GREAT LAKES BASIN COMMISSION

Contact: Mrs. Lee Botts
Chairman
Great Lakes Basin Commission
P.O. Box 999
3475 Plymouth Road
Ann Arbor, Michigan 48106
(313) 668-2300 FTS 8 378-2300

Draft — Date

Hazardous Materials Strategy, Great Lakes Basin — 12/10

Several — Policy

Proposed is a policy statement concerning the management and control of hazardous materials to guard public health, lakes, streams, the Great Lakes and groundwater resources in the Great Lakes region. The alternatives consider: 1) the status quo, 2) the recommended action which emphasizes full and timely implementation of existing laws and programs and recommends new programs in a few cases, and 3) the high risk assumption which emphasizes maximum efforts to eliminate or minimize risks of hazardous materials.
(EIS ORDER # 791221

Great Lakes Basin Water Quality Plan — 12/10

Several — Policy

Proposed is a water quality plan for the Great Lakes Basin region. The plan is a statement of regional policy concerning all pollutant sources on the Great Lakes and their tributaries. The alternatives consider: 1) no additional measures to control point and nonpoint sources of pollution, 2) implementation of best available treatment technologies to reduce pollutant inputs from all sources to minimal levels, and 3) implementation of those measures which are cost-effective in reducing pollutant inputs to the lakes.
(EIS ORDER # 791231

DEPARTMENT OF HUD

Contact: Mr. Richard H. Broun, Director
Office of Environmental Quality
Room 7274
Department of Housing and Urban Development
451 7th Street, S.W.
Washington, D.C. 20410
(202) 755-6300

Draft — Date

Hickory Creek Subdivision, Mortgage Insurance — 12/07

Texas
County: Fort Bend
Proposed is the issuance of mortgage insurance for the Hickory Creek Subdivision located in Fort Bend County, Texas. When completed the subdivision will contain approximately 1,293 acres. There will also be some commercial reserves and recreational areas within the proposed development.
(HUD-R06-EIS-76-11D)
(EIS ORDER # 791229

Oak Ridge Estates and North Shore Development — 12/20

Texas
County: San Patricio
Proposed is the issuance of mortgage insurance for the Oak Ridge Estates and North Shore Development located in the City of Portland, San Patricio County, Texas. The subdivisions would provide 3,623 single-family units. There would be 315.5 acres of combined parkland, a 10 acre clubhouse, two 6 acre plots for churches and 66 acres of commercial development. Alternative development plans consider: 1) total residential, 2) total commercial, and 3) total open space and recreational.
(HUD-R06-79-12D)
(EIS ORDER # 791263

Final — Date

Westwood/Summerfield Subdivisions, Southport — 12/07

California
County: Yolo
Proposed is the issuance of HUD home mortgage insurance for Westwood and Summerfield Subdivisions located in Southport, Yolo County, California. The planned development will consist of 803 single family residential units on 228 acres. The plan includes provisions for future commercial development and public parks.
(HUD-R09-EIS-78-9F)
COMMENTS MADE BY: FERC COE VA DOT HEW EPA DOE DOI
(EIS ORDER # 791225

Final | Date

Quail Green Subdivision, Missouri City | 12/20

Texas
County: Fort Bend
Proposed is the issuance of HUD home mortgage insurance for the Quail Green Subdivision located in Missouri City, Fort Bend County, Texas. When completed the subdivision will contain approximately 1,260 single-family homes and 620 townhouse units plus some shopping and recreational facilities. The Quail Green tract involves approximately 407 acres of land.
(HUD-R06-79-20F)
COMMENTS MADE BY: EPA COE DOT DOI HEW DOE
State Agencies
(EIS ORDER # 791266

Section 104(h)

Draft | Date

Staten Island Industrial Park, CDBG | 12/13

New York
Proposed is the development of the Staten Island Industrial Park, New York. The site consists of approximately 777 acres. The alternatives considered are: 1) no action, 2) development of the Charleston area of Staten Island, 3) partial development totaling 547 acres and the creation of a tidal wetland corridor along Saw Mill Creek, and 4) full development.
(EIS ORDER # 791243

Final | Date

Woodlawn Drainage System (CDBG), Schenectady | 12/27

New York
County: Schenectady
Proposed is the awarding of CDBG funds for the Woodlawn Drainage project located in the City and County of Schenectady, New York. The project consists of the construction and reconstruction of piping and ditching of a branch of the Lisha Kill. The purpose of the project is to improve drainage in the area by lowering groundwater levels in the Woodlawn Reserve and increasing pipe capacity in the collection system. Features of the project are: 1) construction of an open ditch, a 2.1 acre holding pond, 19.6 acre holding pond, a 90" diameter reinforced concrete pipe, and a 54" diameter pipe; and 2) reconstruction of an existing open ditch.
COMMENTS MADE BY: EPA COE
State and Local Agencies
Groups, Individuals and Businesses
(EIS ORDER # 791291)

Final Date

Gallery II of Market Street East (CDBG) 12/07

Pennsylvania
County: Philadelphia
Proposed is the awarding of CDBG funding for the development of the Gallery II of Market Street East within the City and County of Philadelphia, Pennsylvania. The Gallery II is a commercial development project providing 880,000 sq. ft. of office space, some 400,000 sq. ft. of leasable retail area, and a 950 car garage. The project is a continuation of the already completed Gallery I and is to be built partially over the Center City Commuter Connection now under construction.
COMMENTS MADE BY: EPA DOT DOC DOI
State and Local Agencies
(EIS ORDER # 791298

South Chattanooga CBD Improvement (UDAG) 12/07

Tennessee
County: Hamilton
Proposed is the awarding of a UDA grant for the improvement of the south Chattanooga CBD in the City of Chattanooga, Hamilton County, Tennessee. The project will encompass a 20.2 acre site and will include an industrial trade center; street, sewer, and utility improvements; a 2,000 space parking garage; a pedway system, central mall, open space, and landscaping; a TVA computer center and office complex; a major hotel facility; and an office tower and parking garage.
COMMENTS MADE BY: EPA TVA
State and Local Agencies
(EIS ORDER # 791235

DEPARTMENT OF INTERIOR

Contact: Mr. Bruce Blanchard
Director, Environmental Project Review
Room 4256 Interior Bldg.
Department of the Interior
Washington, D.C. 20240
(202) 343-3891

Bureau of Land Management

Draft	Date
OCS Sale #46, Western Gulf of Alaska, Kodiak	12/07

Gulf of Alaska
Proposed is the leasing of a total of 1.3 million acres of OCS land in the Western Gulf of Alaska. The 564 blocks which will be leased are directly east and southeast of Kodiak Island approximately 4.8 to 229 kilometers (3 to 145 miles) offshore in water depths of about 35 to 450 meters (100 to 1,350 feet). The alternatives considered include no sale, delay of sale, and modifications of sale.
(EIS ORDER # 791230

Shivwits Resource Area Livestock Grazing Mgmt.	12/20

Arizona
County: Mohave
Proposed is a livestock grazing management plan for the Shivwits Resource Area located in Mohave County, Arizona. The area encompasses 1,848,894 acres. Forty allotments would be managed intensively under rest-rotation and deferred rotation systems. Ten additional allotments would be less intensively managed. The project will include 86 water developments, 137 miles of fence, 32.5 miles of two-track road, and 128,510 acres of land treatment.
(DES-79-62)
(EIS ORDER # 791265

Bureau of Reclamation

Draft	Date
Salmon Falls Division, Snake River	12/14

Idaho
County: Twin Falls Cassia
Proposed is the construction of an irrigation and wildlife project in the Salmon Falls Division of the Upper Snake River Project. The Salmon Falls Division is located in the Counties of Twin Falls and Cassia, Idaho. The project would provide a water supply from the Snake River and would include: 1) three pumping plants, 2) a well field, 3) a 47 mile main channel, 4) various other canals, 5) laterals and wasteways, 6) powerlines, and 7) drainage facilities.
(EIS ORDER # 791247)

Fish and Wildlife Service

Draft	Date
Currituck Outer Banks National Wildlife Refuge	12/18

North Carolina
County: Currituck
Proposed is the designation of 15,880 acres of Barrier Beach located on the Currituck Outer Banks, Currituck County, North Carolina as a national wildlife refuge. Approximately 11,317 acres of wetland, 3,097 acres of beach/dunes and 1,466 acres of shrub/woodland areas would be involved. The preferred alternative would provide the optimum degree of protection to the fish and wildlife resources of the Outer Banks. Land would be acquired for the refuge from the Virginia-North Carolina state line to the Dare County line. In addition to no action, nature conservancy and a wetlands alternatives are considered. (EIS ORDER # 791258

INTERSTATE COMMERCE COMMISSION

Contact: Mr. Carl Bausch, Chief
Section of Energy and Environment
Interstate Commerce Commission
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12th & Constitution Ave., N.W.
Washington, D.C. 20423
(202) 275-7658

Draft — Date

CSX Corp and Chessie System/Seaboard Coast Merger — 12/21

Several
Proposed is the merger of the CSX Corporation with the Chessie System and Seaboard Coast Line Industries. The action would create a single system rail network of approximately 27,000 miles. Combined, the two systems would serve all states east of the Mississippi River except for Wisconsin and those in New England. Six alternatives are considered.
(EIS ORDER # 791274

Final — Date

Purchase of Rock Island Railroad Line — 12/21

New Mexico Missouri
Proposed is the purchase of a portion of the Rock Island Railroad Company's line between Santa Rosa, New Mexico and St. Louis, Missouri by the St. Louis Southwestern Railroad Company. In addition the Missouri Pacific Railroad Company has filed application for purchase of the same line. The purchase would also involve the rehabilitation and upgrading of the line along with alteration of certain freight movement patterns. Five alternatives are considered.
(Finance Docket Nos. 28799 and 29028)
COMMENTS MADE BY: EPA
Businesses
(EIS ORDER # 791276

TENNESSEE VALLEY AUTHORITY

Contact: Dr. Mohamed T. El-Ashry
Director of Environmental Quality
Tennessee Valley Authority
Forestry Building 37828
Norris, Tennessee 37828
(615) 632-6450 FTS 856-6450

Final — Date

Crownpoint Uranium Mining Project — 12/13

New Mexico
County: McKinley

The proposed action involves the construction of a mine at the Crownpoint project located in McKinley County, New Mexico. The proposed action is threefold: the approval by DOI of new leases at the project; approval of the mine and reclamation plans for uranium mines constructed and operated by Mobile Oil Corporation; and participation by the TVA with Mobile in the construction and operation of these mines. Conventional underground mining is planned as the primary method to extract the uranium ore with possible situ leaching employed in some areas. This EIS has been prepared jointly by TVA and USDI.

COMMENTS MADE BY: AHP DOT HEW DLAB USDA NRC DOI EPA HUD
State and Local Agencies
Individuals and Businesses

(EIS ORDER # 791242

DEPARTMENT OF TRANSPORTATION

Contact: Mr. Martin Convisser, Director
Office of Environmental Affairs
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590
(202) 426-4357

Federal Aviation Administration

Draft Supplement — Date

Logan International Airport, Runway 22 — 12/19

Massachusetts
County: several
Proposed is the selection of a procedure for use by turbo-jet aircraft using Runway 22 Right to depart Logan International Airport. The alternatives consider various compass headings ranging from 100 degrees to 210 degrees combined with various turns. The Counties within Massachusetts which would be affected include: Suffolk, Norfolk, Middlesex, and Plymouth. This statement supplements a draft EIS, #90911, filed 8-27-79.
(ANE-500-79-2)
(EIS ORDER # 791262

Federal Highway Administration

Draft — Date

I-8 and CA-125 Interchange — 12/28

California
County: San Diego
Proposed is the revision of the existing interchange at I-8 and CA-125 in the Cities of El Cajon and La Mesa, San Diego County, California. Improvement of I-8 would begin near Jackson Drive and terminate at El Cajon Boulevard. The improvements to CA-125 would begin near Lemon Avenue to I-8. In addition to no action the alternatives consider: 1) complete interchange revision, 2) partial interchange revision, and 3) a no frontage road alternative.
(FHWA-CA-EIS-79-06-D)
(EIS ORDER # 791296

CO-83 (Parker Road), CO-88 to CO-86 — 12/21

Colorado
County: Arapahoe Douglas
Proposed is the design and construction along 14 miles of CO-83, also known as Parker Road, in Arapahoe and Douglas Counties, Colorado. The project begins at CO-88 (Arapahoe Road) and terminates at CO-86 at Franktown. In addition to

no action the alternatives consider: 1) four-lane facility with painted median, 2) four-lane facility with access control, 3) a bypass around the City of Parker, and 4) mass transit and ridesharing. Other design considerations include: 1) access control, 2) service roads, and 3) recreational trails.
(FHWA-COLO-EIS-79-01-D)
(EIS ORDER # 791269

Draft

Branan Field Road-Chaffee Road 12/06

Florida
County: Clay Duval
Proposed is the construction of a 4-lane highway using the existing Branan Field Road and Chaffee Road and approximately 6 miles of new alignment in Clay and Duval Counties, Florida. The facility would extend from FL-21 (Blanding Boulevard) to the intersection of Chaffee Road and I-10. The total length of the project is approximately 15 miles. The alternatives consider no build and three alignments.
(FHWA-FLA-EIS-79-2D)
(EIS ORDER # 791223

I-75 Reconstruction, Northside Drive to I-285 12/14

Georgia
County: Fulton Cobb
Proposed is the widening and reconstruction of I-75 from four lanes to eight lanes between Northside Drive and I-285 in Fulton and Cobb Counties, Georgia. Also included would be the rebuilding of the following five interchanges: 1) Northside Drive, 2) Howell Mill Road, 3) Moores Mill Road, 4) West Paces Ferry Road, and 5) Mt. Paran Road. The entire highway section which extends 7.75 miles would continue to be a grade separated limited access highway facility.
(FHWA-GA-EIS-79-03-D)
(EIS ORDER # 791244

US 27/GA-1, Chickamauga-Chattanooga NP 12/14

Georgia
County: Walker Catoosa
Proposed is the improvement or relocation of US 27/GA-1 through the Chickamauga-Chattanooga National Military Park in Walker and Catoosa Counties, Georgia. The project begins 1,500 feet south of the southern boundary of the park on US 27 to either the proposed extension of the new GA-2 or extension of US 27 and the old GA-2. The length of the project varies from 3.27 to 5.85 miles and would be a free access, rural or urban section.
(FHWA-GA-EIS-79-01-D)
(EIS ORDER # 791245

N. Rome Bypass, Redmond Rd./W. 14th St. Extension 12/14

Georgia
County: Floyd
Proposed is the extension of either Redmond Road or West 14th Street, commonly known as North Rome Bypass located in Floyd County, Georgia. The alternatives considered include: 1) the extension of Redmond Road from US 27/GA-1 to relocated GA-53, 2) the extension and upgrading of West 14th Street from US 27/GA-1 to relocated GA-53, and 3) no build.
(FHWA-GA-EIS-79-04-D)
(EIS ORDER # 791246

IN-109 Improvement Near Anderson 12/20

Indiana
County: Madison
Proposed is the improvement of IN-109 from the intersection of IN-9/109 (Scatterfield Road), IN-236 and 53rd Street to its intersection with IN-38 near Anderson, Madison County, Indiana. The improvement would include the relocation of IN-109 from its intersection with 53rd Street, south approximately 4.9 miles to existing IN-109. The alternatives consider: 1) no action, 2) upgrade existing IN-109 on its existing alignment, 3) two alignment alternatives, and 4) one design alternative.
(FHWA-IND-EIS-78-04-D)
(EIS ORDER # 791264

Whitewater River Crossing, IN-1 to IN-1/44 12/27

Indiana
County: Fayette
Proposed is the construction of a new bridge and approaches over the Whitewater River in the City of Connersville, Fayette County, Indiana. The construction would begin at IN-1 southeast of Connersville and terminate at the intersection of IN-1 and IN-44 in Connersville. The facility would vary from 1.34 to 2.08 miles in length depending on the alternative chosen. The approach road would be two lanes with partial access control. In addition to no build the alternatives include structural improvement of the existing bridge and three alignment alternatives.
(FHWA-IND-EIS-78-03-D)
(EIS ORDER # 791290

US 54, Hoover Rd to KS-2/42 and I-235 Interchange 12/05

Kansas
County: Sedgwick
Proposed are improvements to both US 54 and I-235 in the City of Wichita, Sedgwick County, Kansas. US 54 would be upgraded by construction to a 6-lane freeway from Hoover Road to near Wall Street and a 4-lane freeway from Wall Street to KS-2/42. A grade separation and interchange is

proposed at the existing US-54/West Street signalized intersection. An interchange is proposed one-half mile north of US 54 on I-235 at the present I-235/Maple Street grade separation. A man-made flood control channel would be altered within the existing right-of-way along with realignment of a levee and channel widening.
(FHWA-KS-EIS-76-03-D)
(EIS ORDER # 791218

Draft

MD-223 Improvement, MD-5 to MD-4 12/04

Maryland
County: Prince Georges
Proposed is the improvement of approximately 4.5 miles of MD-223 (Woodyard Road) between MD-5 (Branch Avenue) to MD-4 (Pennsylvania Avenue) and the construction of an interchange at Branch Avenue, Prince Georges County, Maryland. Specific improvements include upgrading to four lanes and the elimination of dangerous and substandard curves and grades. Provisions are included for a hiker-biker trail. Two alternate alignments and two alternate Branch Avenue-Woodyard Road interchanges are considered in addition to no action.
(FHWA-MD-EIS-79-05-D)
(EIS ORDER # 791215

US 50, Choptank River Crossing, Cambridge 12/18

Maryland
County: Talbot Dorchester
Proposed is the improvement of US 50 from the dual section of US 50 to the intersection of US 50 and MD-16 in the City of Cambridge, Talbot and Dorchester Counties, Maryland. The improvements will also include a crossing of the Choptank River. The alternatives consider: 1) Choptank River crossings that would supplement or replace the existing bridge, 2) improvements such as widening of the existing roadway alignment through the City of Cambridge, 3) a bypass with a four-lane separated roadway including an interchange in the vicinity of the Eastern Shore Hospital Center, and 4) methods of controlling access to US 50.
(FHWA-MD-EIS-79-06-D)
(EIS ORDER # 791259

I-195, BWI Airport to I-95 12/26

Maryland
County: Anne Arundel Baltimore Howard
Proposed is the construction of I-195 from the Baltimore-Washington International Airport to the present terminus of I-95 at US 1 in the Counties of Anne Arundel, Baltimore, and Howard, Maryland. The facility would be a six-lane, full access, divided highway extending for 3.1 miles. Also included is the upgrading of the interchanges with US 1 and the Baltimore-Washington Expressway and the reconstruction of the interchange with MD-170. MD-170 would be upgraded

...o a six-lane limited access facility. Two construction alternatives are under consideration.
(FHWA-MD-EIS-79-07-D)
(EIS ORDER # 791279

Draft

US 10 Improvement, Wadena to Motley 12/04

Minnesota
County: several
Proposed is the improvement and upgrading of US 10 to a four-lane divided roadway in Otter Tail, Wadena, Todd and Morrison Counties, Minnesota. The length of the project is approximately 31 miles beginning at CSAH-77 to CSAH-53. The plan also includes the construction of bypasses for the Cities of Wadena, Verndale, Aldrich, Staples and Motley, and the relocation and construction of approximately 2 miles of MN-210 as a two-lane rural highway in and around the City of Staples. In addition to no action, two alternative alignments are considered for both US 10 and MN-210.
(FHWA-MN-EIS-79-04-D)
(EIS ORDER # 791213

FH-27, Beltrami County Rd 39 to TH-6, Chippewa NF 12/05

Minnesota
County: Beltrami Itasca
Proposed is the construction and reconstruction of approximately 40 miles of FH-27 between Beltrami County Road 39, Pennington, and TH-6 near Bowstring, Itasca County, Minnesota. The project would provide a two lane rural highway section with shoulders. The project is located totally within the boundaries of the Chippewa National Forest. The alternatives included no action, two route alternatives and two sub-alternatives.
(FHWA-MN-EIS-79-05-D)
(EIS ORDER # 791217

US 10, Prescott Bridge and Approaches 12/21

Minnesota Wisconsin
County: Washington Pierce
Proposed is the improvement of US 10 and the replacement of the St. Croix River Bridge between Washington County, Minnesota and the City of Prescott in Pierce County, Wisconsin. The project would include a four-lane bridge with a four-lane rural expressway approach highway and a four-lane curb and gutter approach highway in Prescott. The length of the facility is approximately 4.8 miles extending from US 61 to the vicinity of the junction of Highway 10 and 29.
(FHWA-WIS-EIS-79-02-D)
(EIS ORDER # 791273

Rainbow Arch Bridge Replacement, Cannonball River 12/04

North Dakota
County: Hettinger

Proposed is the removal and replacement of the Rainbow Arch Bridge over the Cannonball River in Mott, Hettinger County, North Dakota. Two alternate bridge sites are under consideration which include: 1) the 1st Street location near the existing bridge, and 2) the 3rd Street location approximately two blocks to the northwest. Other features considered are: 1) a diversion channel, 2) reservoirs, and 3) evacuation of the flood plain. Other alternatives considered include: 1) raising the existing bridge, 2) moving the existing bridge, 3) construction of a new bridge, 4) documenting the bridge, and 5) no action.
(FHWA-ND-EIS-79-02D)
(EIS ORDER # 791212

Notre Dame Bridge Replacement, Manchester 12/04

New Hampshire
County: Hillsborough

Proposed is the replacement of the Notre Dame Bridge over the Merrimack River in the City of Manchester, Hillsborough County, New Hampshire. The bridge would be 2500 feet in length, four lanes and would be located on the existing alignment. The plan also recommends widening Bridge Street to four lanes between Elm Street and McGregor Street as well as widening east of Elm Street to tie into that section of Bridge Street already widened. The approach intersections to the Notre Dame Bridge would be reconstructed to five lanes to include a left turn lane.
(FHWA-NH-EIS-79-01-D)
(EIS ORDER # 791211

TN-67, Appalachian Corridor "B" to TN-37 12/03

Tennessee
County: Washington Carter

Proposed is the construction of approximately 8.0 miles of TN-67 from Appalachian Corridor "B" in Johnson City to the four lane section of TN-37 in Elizabethton, Carter and Washington Counties, Tennessee. The highway is proposed as a freeway type facility with full control of access. The alternatives consider: 1) two build alignments, 2) postponement, 3) a lower level of service, and 4) public transportation.
(FHWA-TN-EIS-79-05-D)
(EIS ORDER # 791206

FAP 3, Thomas/101 to I-55/Crump Interchanges 12/03

Tennessee
County: Shelby

Proposed is the improvement of FAP 3 in Memphis, Shelby County, Tennessee. The improvement would begin at the I-55/

Crump Boulevard Interchange and extend north to the US 51 (Thomas Street)/101 Interchange. The length of the project is approximately six miles. The alternatives consider: 1) improvement to the existing facilities, 2) construction of a new limited-access facility, 3) restricted auto use in the central business area, and 4) no action.
(FHWA-TN-EIS-79-04-D)
(EIS ORDER # 791207

Draft

East-West Expressway, Hampton and Newport News 12/11

Virginia
Proposed is the construction of a four-lane divided urban highway to be known as the East-West Highway within the the Cities of Newport News and Hampton, Virginia. The project would begin at the intersection of Route 17/143 (Jefferson Avenue) and Route 306 (Harpersville Road) in Newport News and terminate at the intersection of Little Back River Road and Clemwood Parkway in Hampton. The alternatives include no-build, a highway transit alternative, and four construction alternatives. Two different tie-in configurations are under consideration at the eastern terminus.
(FHWA-VA-EIS-79-04-D)
(EIS ORDER # 791237

Connecticut River Bridge Crossing 12/03

Vermont New Hampshire
County: Windham Cheshire
Proposed is the construction of a bridge crossing the Connecticut River between Rockingham, Windham County, Vermont and Walpole, Cheshire County, New Hampshire. The alternatives consider, in addition to no build, improvement of the existing bridge and five locations for the construction of a new bridge. A new bridge would consist of a 40 foot roadway with one six foot sidewalk and would be either a three span girder or an arch span.
(FHWA-NH-EIS-79-02-D)
(EIS ORDER # 791205

WA-290, Hamilton Street to I-90, Spokane 12/18

Washington
County: Spokane
Proposed is the construction of WA-290 connecting Hamilton Street at Trent Avenue to I-90 at the Liberty Park Interchange located in the City and County of Spokane, Washington. The project involves providing a four-lane roadway and necessary structures to cross the Burlington Northern Inc. railroad tracks and the Spokane River. Channelization and widening improvements are also provided at the Hamilton-Trent intersection. In addition to no action, three alignment alternatives are considered.
(FHWA-WA-EIS-79-04-D)
(EIS ORDER # 791260)

Final — Date

Port Everglades Expressway, Construction — 12/10

Florida
County: Broward
This proposal concerns construction of Port Everglades Expressway which would extend approximately 8 miles from FL-817 (University Drive) to the proposed FL-A1A in Broward County, Florida. The facility is proposed as a limited access, six and eight lane expressway in the FL-84 corridor. Five alternatives are considered, all of which extend from FL-817 on the west to FL-A1A on the east. The project lengths of these alignments range from approximately 7.3 miles to 8.1 miles.
(FHWA-FLA-EIS-78-5-F)
COMMENTS MADE BY: DOI DOT HEW USDA EPA
State and Local Agencies
(EIS ORDER # 791234

Fort McHenry Tunnel, I-95, Dredging and Disposal — 12/03

Maryland
County: Baltimore
The proposed action is the dredging and disposal of materials associated with the construction of the Fort McHenry Tunnel located in Baltimore County, Maryland. The tunnel will provide the crossing for I-95 under the Northwest Branch of the Patapsco River. It is estimated that approximately 3,343,000 cubic yards of bottom material must be dredged to form the trench for the prefabricated tube sections. The alternatives address numerous water and upland disposal areas and the recommended site is a contained area adjacent to the shoreline in Baltimore Harbor.
(FHWA-MD-EIS-79-03-F)
COMMENTS MADE BY: USDA DOT EPA ICC COE DOI
State and Local Agencies
Groups and Businesses
(EIS ORDER # 791208

Rt. 9, Cedar Pl. to Beach Rd., Village of Ossining — 12/10

New York
County: Westchester
Proposed is the improvement of a mile-long portion of Rt. 9 from Cedar Place to Beach Road in the village of Ossining, Winchester County, New York. The limits of the project include most of the length of NY-5482 and all of NY-9266 and NY-1890. Within these limits Rt. 9 presently has one traffic lane in each direction. In addition to no build, three design alternatives are considered.
(FHWA-NY-EIS-76-03-F)
COMMENTS MADE BY: DOT DOC FPC NRC EPA DOI COE HEW
State and Local Agencies
Groups and Businesses
(EIS ORDER # 791233)

Final

Date

US 2, Surry to Souris River and Towner to Rugby — 12/11

North Dakota
County: Ward McHenry Pierce
The proposed project is the construction of a two-lane roadway parallel to the existing roadway on US 2 from Surrey to the Souris River crossing and from Towner to Rugby in Ward, McHenry and Pierce Counties, North Dakota. The project would provide a four-lane divided highway approximately 46 miles long. The proposed improvement requires purchasing additional right of way. The existing roadway will remain in place to serve as part of the four lane facility.
(FHWA-ND-EIS-78-03F)
COMMENTS MADE BY: COE DOI USDA NWF EPA
State and Local Agencies
(EIS ORDER # 791238

US 176, Union City to Existing US 176 — 12/14

South Carolina
County: Spartanburg Union
Proposed is the improvement of US 176 from the City of Union in Union County to the point where 176 becomes a 4-lane highway in Spartanburg County, South Carolina. The total length of the project is 19.6 miles. Several alternative alignments are actively being considered. Three of these alternatives consist of widening the existing highway, constructing a highway on new location, and widening the existing highway with bypasses constructed around the towns of Pacolet and Jonesville.
(FHWA-SC-EIS-77-01-F)
COMMENTS MADE BY: EPA COE DOI DOT
State and Local Agencies
(EIS ORDER # 791251

TN-153/FAU 603, Hixon Connector to Southern RR — 12/14

Tennessee
County: Hamilton
The proposed action is the construction of TN-153/FAU 603 in Hamilton County and within the City of Chattanooga, Tennessee. The project begins at the interchange of FAU 603 and the Hixon Pike Connector south of Hamill Road and extends northeastward across existing TN-153 to the Southern Railroad. The alternatives consider: 1) no action, 2) an alternative alignment, 3) lower level of service, and 4) public transportation.
(FHWA-TN-EIS-77-01-F)
COMMENTS MADE BY: TVA EPA DOT HEW DOI
State and Local Agencies
(EIS ORDER # 791252)

Final — Date

University Avenue, Cedar Street to Humboldt Road — 12/03

Wisconsin
County: Brown
Proposed is the upgrade and improvement of Monroe Avenue from Cedar Street to the East River, and University Avenue from the East River to Humboldt Road, a distance of approximately 2.9 miles in the City of Green Bay, Brown County, Wisconsin. Included in this project is a new six-lane bridge over the East River to replace the existing Monroe Avenue Bridge. Also included is a connection to a proposed I-43 interchange.
(FHWA-WISC-EIS-76-03-F)

COMMENTS MADE BY: DOT DOI EPA
State and Local Agencies
(EIS ORDER # 791210

Final Supplement — Date

FL-9/I-95, From FL-74 to Canal C-23 — 12/27

Florida
County: Palm Beach Martin
This statement supplements a final EIS filed in October 1972. Proposed is the construction of a six-lane rural highway, approximately 34 miles in length, located in Palm Beach and Martin Counties, Florida. The project would be a divided highway with full control of access. It would also be the last link with I-95 along the east coast of Florida, and, if constructed, would provide the user with non-stop travel from north Florida to Miami. Six alternatives are considered.
(FHWA-FLA-EIS-78-1-FS)
(EIS ORDER # 791286

National Highway Traffic Safety Admin.

Draft — Date

MY 82-85 Trucks Average Fuel Economy Standards — 12/27

Regulatory
Proposed are average Fuel Economy standards for MY 1982 through 1985 light trucks. "Light truck" applies to pickup trucks, vans and four-wheel drive general utility vehicles, with a gross weight rating up to and including 8,500 lbs., a curb weight of 6,000 lbs. or less, and a frontal area of less than 45 sq. ft. The fuel economy levels proposed are:

Model Year	MPG Two-wheel Drive	MPG Four-wheel Drive
1982	17.4	15.6
1983	18.0-20.0	15.6-18.0
1984	18.0-21.4	16.1-19.3
1985	19.7-22.4	16.2-19.9

(EIS ORDER # 791289

U.S.Coast Guard

Draft — Date

Waterfront Facilities Regulations — 12/26

Regulatory National
Proposed are waterfront facilities regulations concerning the handling of hazardous commodities in the ports, harbors and navigable waterways of the U.S. The regulations proposed include: 1) general facility requirements, 2) bulk liquid facilities, 3) liquefied gas facilities, 4) container/break bulk/explosive facilities, 5) bulk solids facilities, and 6) other facilities.
(EIS ORDER # 79;278

VETERANS ADMINISTRATION

Contact: Mr. Willard Sitler
Director
Office of Environmental Activities (004A)
Veterans Administration
810 Vermont Avenue
Washington, D.C. 20420
(202) 389-2526

Final — Date

VA Medical Center, Hospital Addition, Seattle — 12/12

Washington
County: King

Proposed is the construction of a 515-bed hospital as an addition to the Seattle VA Medical Center in King County, Washington. Alternative 1 proposes remodeling/new construction as follows: 1) major remodeling/complete utilization of existing facilities plus limited additional new space, 2) minimal remodeling/complete utilization of existing facilities plus limited additional new space, and 3) partial abandonment/minimal remodeling of existing space plus major addition of new space. Alternative 2 involves replacement of existing facilities and new construction.
COMMENTS MADE BY: DOI DOE EPA HUD GSA
State and Local Agencies
Groups and Individuals
(EIS ORDER # 791240)

ANNUAL SUMMARY OF 102 STATEMENTS FILED THROUGH DECEMBER, 1979

(By Agency) -52-

Agency	Draft EIS's filed during 1979	Final EIS's filed during 1979	Suppl. filed during 1979	Total Actions on which Draf or Final Stat have been rec
Agriculture, Department of	71	91	10	222
Appalachian Regional Commission				
Architect of the Capitol				
Canal Zone Government				
Civil Aeronautics Board	2	2	0	4
Commerce, Department of	22	16	16	54
Consumer Product Safety Comm.				
Defense, Department of	0	1	0	1
Air Force	5	1	2	8
Army	35	5	0	40
U.S. Army Corps of Engineers	79	71	32	182
Navy	6	4	1	11
Delaware River Basin Comm.	1	0	0	1
Energy, Department of	7	11	3	21
Energy Policy Office				
Energy Research & Devel. Admin.				
Environmental Protection Agency	45	36	3	84
Federal Energy Administration				
Federal Maritime Commission	1	1	0	2
Federal Energy Regulatory Comm.	4	2	1	7
Federal Trade Commission				
General Services Administration	5	8	0	13
Great Lakes Basin Commission	2	1	0	3
HEW, Department of				
HUD, Department of	77	85	8	170
Interior, Department of	59	59	8	126
International Boundary and Water Comm. -- U.S. and Mexico				
Interstate Commerce Commission	5	3	0	8
Justice, Department of	1	1	1	3
Labor, Department of	0	1	0	1
Nat'l. Aeronautics & Space Admin.	1	0	0	1
Nat'l. Capitol Planning Comm.	0	0	2	2
Nat'l. Science Foundation	1	0	0	1
New England River Basins Comm.	2	0	0	2
Nuclear Regulatory Commission	7	8	4	19
Office of Science Technology				
Ohio River Basin Commission	2	2	0	4
Pacific Northwest River Basins Comm.				
Pennsylvania Ave. Devel. Corporation	0	0	1	1
Souris-Red-Rainy River Basins Comm.				
State Department	2	2	0	4
Tennessee Valley Authority	6	3	0	9
Transportation, Department of	136	116	25	277
Treasury, Department of				
Upper Mississippi River Basin Comm.	2	0	0	2
U.S. Postal Service	10	4	0	14
U.S. Water Resources Council				
Veterans Administration	12	12	0	24
FEDERAL COMMUNICATIONS COMMISSION	1	1	0	2
TOTALS	609	547	117	1323

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

102 MONITOR

The 102 Monitor is a monthly publication of the Environmental Protection Agency. In addition to its listing of Environmental Impact Statements which have been filed under the provisions of the National Environmental Policy Act (NEPA), the Monitor contains a list of EPA's comments, filed under the provisions of Section 309 of the Clean Air Act, as amended; items of current concern in NEPA case law; information on the environmental studies of the Council on Environmental Quality; and other matters of interest.

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